

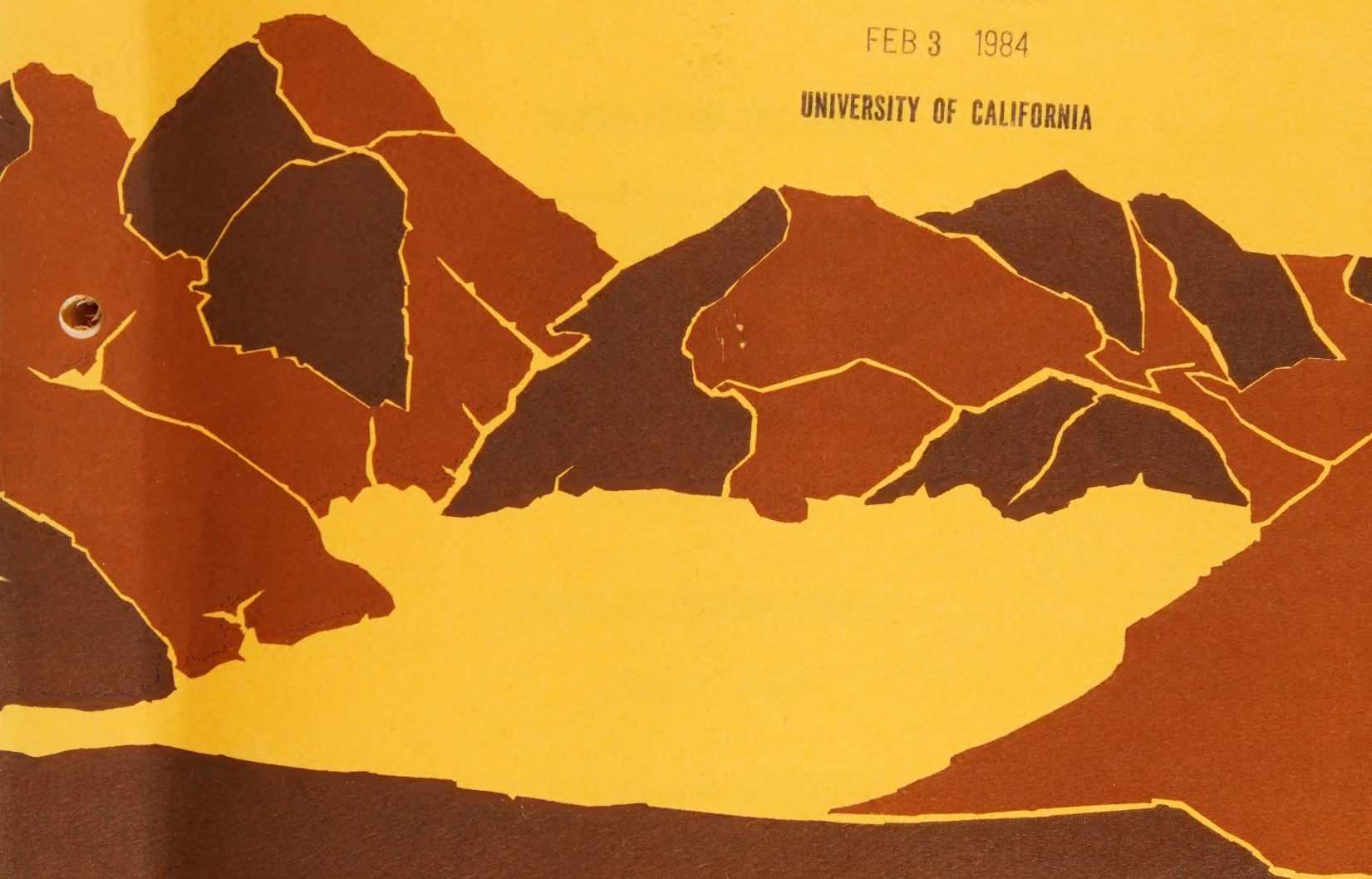
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# CITY OF POWAY COMPREHENSIVE PLAN

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Part One: The General Plan

Part Two: The Zoning Development Code

Part Three: The Environmental Analysis Section







POWAY COMPREHENSIVE PLAN  
PART ONE: THE GENERAL PLAN  
PART TWO: THE ZONING DEVELOPMENT CODE  
PART THREE: THE ENVIRONMENTAL ANALYSIS SECTION

CITY OF POWAY, CALIFORNIA

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Adopted by Resolution  
Numbers 83-065 (Part Three) and 83-066 (Part One) and  
Ordinance Number 113 (Part Two)

September 20, 1983



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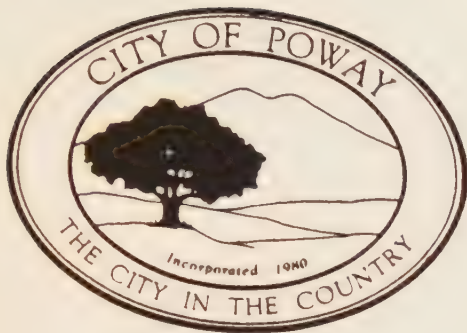
## INTRODUCTION





## INTRODUCTION

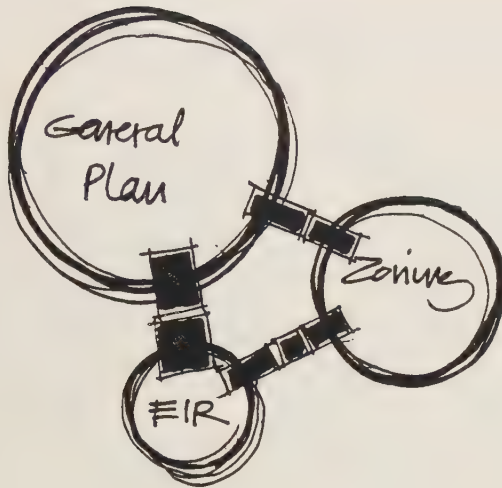
### THE COMPREHENSIVE PLAN: AN OVERVIEW



In any circumstances where people have come together with a common goal or purpose, it is essential that those people join together in agreement upon a system of basic community values, ideals, or aspirations to govern their shared environment. In Poway the establishment of these values have involved a two-step process. First, local control of municipal decisions and operations was gained through the incorporation of the City of Poway in December 1980. Second, this Comprehensive Plan of the City of Poway has been prepared to organize the desires of the residents of Poway in regard to the physical, social, economic, and environmental character of the City. The City of Poway Comprehensive Plan embodies what Poway is now and desires to be in the foreseeable future.

To complete this brief overview it is necessary to explain the basic methodology used in the preparation of the Comprehensive Plan. First, the City of Poway Comprehensive Plan is a legal document of the City. The recommendations and requirements made in the Comprehensive Plan are legally binding and are enforced by city, state, and federal law. Therefore, the Comprehensive Plan is written to fulfill certain legal requirements. The legal requirements of the Comprehensive Plan are explained in greater detail in the next section, "The Need for the Comprehensive Plan," and under individual subject headings where necessary.

Second, the Comprehensive Plan includes provisions for the long-range or general planning of the City, specific short-range planning or zoning, and



environmental impact analysis. The Comprehensive Plan is divided between the General Plan of the City, the Zoning Development Code, and the Environmental Analysis Sections. The relative differences between these two halves of the Comprehensive Plan are explained in the section titled "The Purpose of the Comprehensive Plan Organization." However, it is the basic purpose of the General Plan to recommend the long-range physical planning of the City and provide general guidelines for decision making in regard to long-range social, economic, and environmental goals. The Zoning Development Code provides the specific physical land use planning criteria. The Environmental Analysis Section analyzes the impact of the Plan upon the existing and future community environment.

Third, there is the need to have a clear and concise methodology for the implementation of the Comprehensive Plan. The City of Poway Comprehensive Plan strives to be realistic about what is feasible and attainable for the City of Poway in the predictable future, a time frame of approximately five to ten years. The Comprehensive Plan includes practical implementation measures that can be reasonably attained based upon anticipated economic and social conditions.

## THE NEED FOR A COMPREHENSIVE PLAN

### Historical Perspective

The community of Poway has existed for over 120 years. The early growth of Poway is a result of transportation, agriculture, and the availability of water. Poway began to take on a growing significance with the opening of the first all weather road from Yuma, Arizona, to San Diego in 1846. The increasing trade between San Diego and





## REGIONAL VICINITY MAP

other parts of the country led to the establishment of the Butterfield Stage Route in 1858. Poway served as stop-off point along these transportation and trade routes. With the discovery of gold in the eastern county mountains, a stagecoach road through Poway to the Julian area was constructed. This road established Poway as a permanent link in the early Southern California road network.

The community of Poway began in the latter half of the 19th Century with the first modern settlement occurring circa 1860. The local economy was devoted to field and orchard crop agriculture. The 1880's saw a prosperous and well populated valley with many families settling on farms, planting orchards, vineyards, and grain. By 1887 there were approximately 800 people in Poway Valley.

Poway's population remained virtually static for the following 30 years. The community was relatively remote from San Diego and did not have a water system that could supply a rapidly growing community. However, in 1954 the formation of the Poway Municipal Water District provided a foundation for the growth of the small farming community. By 1960, the population of Poway had grown to approximately 6,000 people.

The great housing boom of the 1970's severely challenged Poway's rural character. Tremendous building activity occurred in both the residential and commercial sectors. The amount of building activity is illustrated by the fact that approximately 70 percent of the dwelling units in Poway in 1980 were built after 1970 and over 50 percent of the commercial area along Poway Road was developed during the same period. Poway was in the process of being changed from a small, relatively independent rural community to a suburb of San Diego. Many

of the community's residents strongly objected to the lack of response by the County of San Diego to local concerns and under the leadership of the Poway Planning and Development Program -- a group of local residents who represented the Poway community in land planning matters with the County of San Diego -- a movement began to retain local control over all matters affecting the destiny of Poway through the incorporation and formation of a new City of Poway.

#### Local Perspective

The concept of cityhood was not new to the residents of Poway. The community of Poway had been proposed to be annexed into the City of San Diego in 1963 and incorporated as an independent city in 1976. Both of these proposals were defeated. The final movement for incorporation began in 1979 and had a much wider base of community support. The primary issues of the incorporation proposal were taxes, financial independence, enhanced public services, local control over land use planning, and the retention of Poway's traditional rural character. The November 1980 vote resulted in the incorporation of the City on December 1, 1980, at which time the City took upon itself the obligations of cityhood and self-government.

The Comprehensive Plan is an extension of the incorporation movement. Whereas, the incorporation movement was based in the hopes and desires for the new City of Poway, the Comprehensive Plan addresses each of those issues in depth and make recommendations that will be used to make the decisions about Poway's future. Every aspect of City operation is in some way affected by the City's long-range plan. The City of Poway Comprehensive Plan will act as a guidebook for consistent and successful municipal development.



## Regional Perspective

Poway's incorporation also means new responsibilities for the City as part of a regional area. As an unincorporated community these responsibilities were assumed by the County of San Diego. Now, however, Poway must take its place in the planning and implementation of issues and concerns that cross municipal boundaries. For example, the planning for transportation networks, human services, air quality, water quality, and housing are all greater than an individual municipality's abilities and resources. The Comprehensive Plan considers regional issues and needs as part of defining Poway's future.

## Legal Perspective

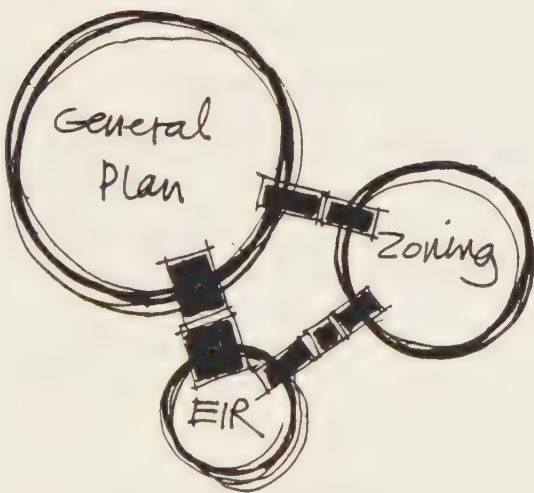
The City of Poway is a "legal subdivision" of the State and is subject to perform certain actions in response to California law. There is a large body of legislative law and judicial decisions regarding city planning and environmental quality that require the City of Poway to prepare and adopt long-range and short-range planning documents. In particular, the City of Poway is required by State law to adopt and implement a General Plan (California Government Code Section 65300 et. seq.) and prepare and implement a zoning ordinance that is consistent with the adopted General Plan (California Government Code Section 65800 et. seq.). General Plan law requires the adoption of nine mandatory elements as part of a City General Plan that address the City's plans for future land use, circulation, housing, conservation, open space, seismic safety, noise, scenic highways, and safety. Other legal requirements placed upon the City of Poway include provisions for a diverse range of housing opportunities, adequate environmental review and protection, and efficient time frames and review procedures for future development.

proposals. The next section, "The Purpose of the Comprehensive Plan Organization," goes into greater detail concerning the legal requirements of the Comprehensive Plan and explains the format of the remainder of the document.

#### THE PURPOSE OF THE COMPREHENSIVE PLAN ORGANIZATION

Traditionally, local jurisdictions have developed separate general plan documents and zoning ordinances. Often a city zoning ordinance is actually older than the city general plan because legal mandates for zoning ordinances have been in force longer than the legal mandates for general plans. In addition, many local general plans are fragmented compilations of several planning documents adopted over an extended period of time in response to the ever-changing nature of California Planning Law. This has resulted in internally inconsistent general plans and zoning ordinances which do not meet the objectives of California Planning Law and the practical goal of comprehensive community planning.

The City of Poway has taken a significant step forward with the preparation of this Comprehensive Plan. As stated before, the City of Poway Comprehensive Plan combines the City's General Plan, Zoning Development Code and Environmental Analysis Section into a single unified document. This ensures the internal consistency of the Plan through concurrent preparation, review, analysis, adoption, and implementation. . In addition there is an added benefit to the user of the Comprehensive Plan because it reviews and makes recommendations on all relevant planning issues affecting the City of Poway in both the long-range perspective in the General Plan and Environmental Analysis Section and the short-range perspective in the Zoning Development Code.



## THE GENERAL PLAN ORGANIZATION

Part One of the Comprehensive Plan is the City General Plan. State Law mandates that the City of Poway adopt a General Plan with a minimum of nine mandatory elements. An element is a certain area or issue in community planning. The nine mandatory elements are:

- o Land Use
- o Circulation
- o Housing
- o Open Space
- o Conservation
- o Noise
- o Scenic Roadways
- o Safety, and
- o Seismic Safety

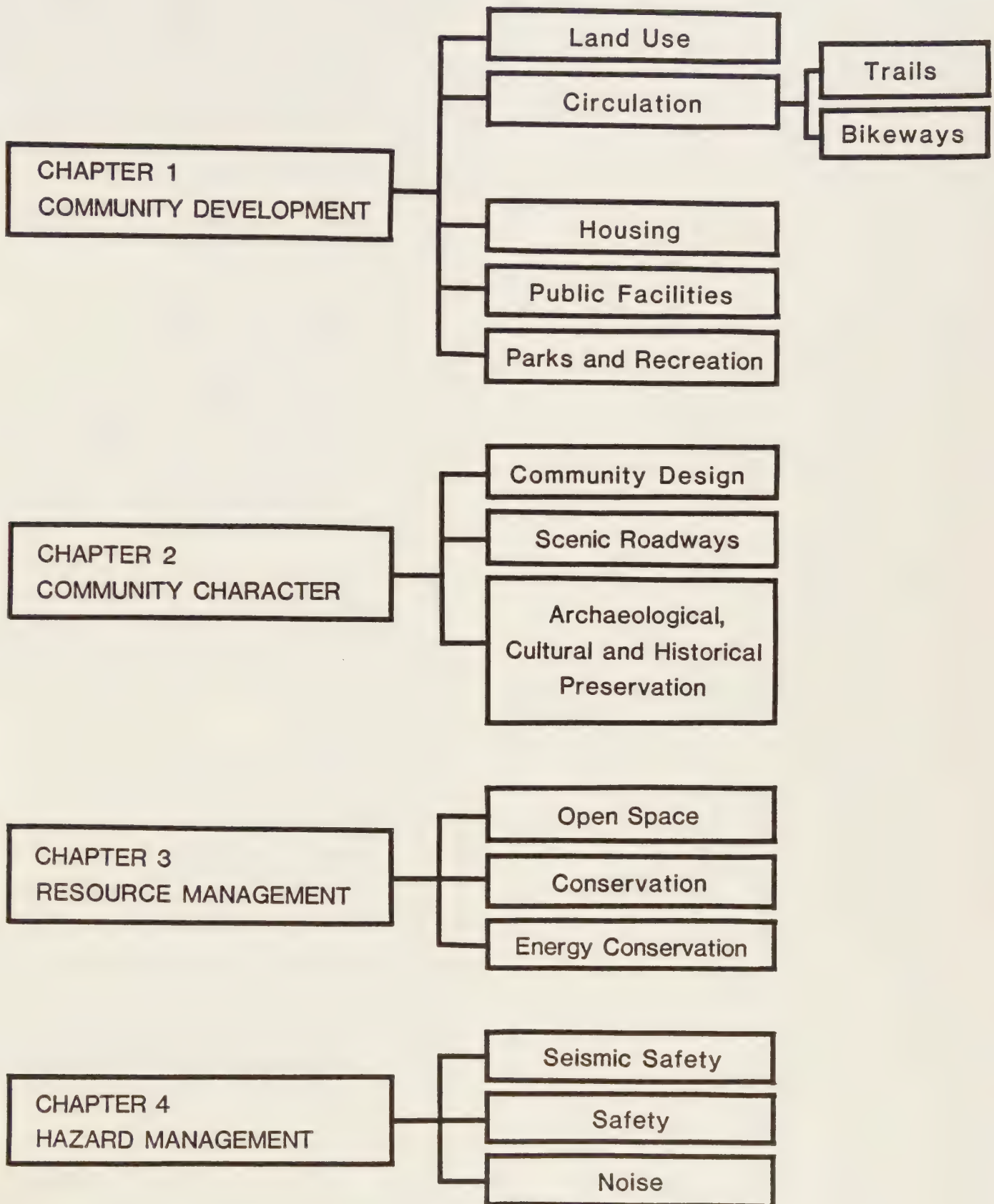
State Law also suggests that a City consider the inclusion of other optional General Plan elements addressing local concerns or issues. The City of Poway has included seven optional elements:

- o Parks and Recreation
- o Public Facilities
- o Energy Conservation
- o Trails
- o Bikeways
- o Cultural, Historic, and  
Archaeological Preservation,  
and
- o Community Design

Customarily, general plans are comprised of a separate document or chapter for each element. This has often resulted in a fragmented general plan that is difficult to use. The City of Poway has developed an organizational structure that combines the 16 elements into four chapters that are perceived as the basic components of community planning. The organizational structure is illustrated in Figure 2.



# GENERAL PLAN ORGANIZATION



## THE ZONING DEVELOPMENT CODE ORGANIZATION

Part Two of the Comprehensive Plan is the Zoning Development Code. Zoning is one of many legal and administrative devices to implement the City General Plan. The Zoning Development Code is the primary tool for implementation of the City of Poway General Plan. By law, the Zoning Development Code must be consistent with the City General Plan.

The Zoning Development Code is divided into ten major sections:

1. General Provisions
2. Residential Zones
3. Commercial Zones
4. Manufacturing Zones
5. Special Purpose Zones
6. Special Use and Conditions
7. Comprehensive Sign Regulations
8. Off-Street Parking Ordinance
9. Nonconforming Uses Structures, Screening Performance Standards
10. Administration

The Zoning Development Code differs from the City General Plan only in so much as it addresses the specific aspects of physical community planning. The basic areas addressed in the Zoning Development Code are:

- o Setbacks
- o Building height
- o Parking requirements
- o Landscape requirements
- o Use regulations
- o Animal regulations
- o Density of development
- o Lot size, width, and depth
- o fencing requirements

## THE ENVIRONMENTAL ANALYSIS SECTION

The Poway Comprehensive Plan also serves as its own Environmental Impact Report (EIR) fulfilling the review requirements of the California Environmental Quality

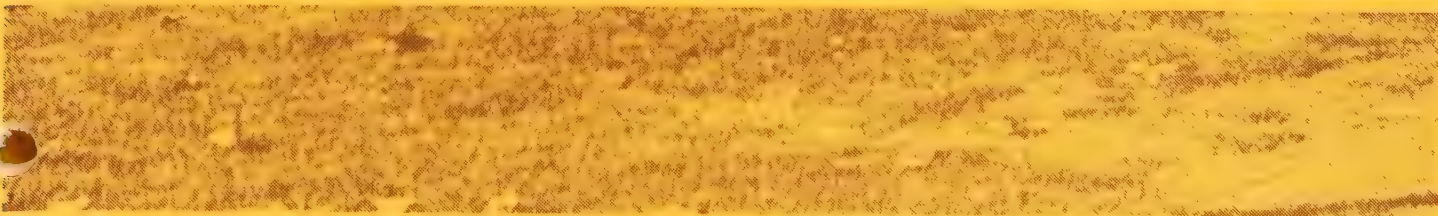
Act (CEQA). Part Three analyzes the potential environmental effects of the implementation of the Comprehensive Plan. It also illustrates how the objectives, policies, and requirements included in the Comprehensive Plan mitigate those potential effects.







## GENERAL PLAN







## PART ONE: THE GENERAL PLAN

The General Plan of the City of Poway is a statement of what the present residents want and see for their community in the future. Its function is to allow the citizens to consciously consider the shape their City will take for the foreseeable future and to preserve and enhance those qualities they presently find so appealing.

This general plan, the combination of 16 distinct elements, provides the citizens with the methods and means to determine the direction, scope and amount of future growth and development. This plan recognizes the desires of Poway citizens to retain the rural residential atmosphere, the family-oriented lifestyle and the present quality of life. Its primary goal is to ensure the above while planning for local commercial needs, parks, recreational facilities, preservation of resources and other adequate public facilities including schools, streets, water, sewer, fire and police.

The Poway General Plan accomplishes the above by setting forth broad goals, translating these goals into specific policy statements and specifying implementation measures to accomplish the objectives of the plan.

The Poway General Plan should be viewed as a blueprint for the future. It is not, nor is it intended to be dynamic in nature nor a precursor of change. Its primary purpose is to outline the future in the image of today, limit the impact of growth and to preserve the best for the people of Poway. Those qualities of life, cherished today, must be protected for the future.

Except for the State requirement for an annual report to the local legislative body, this document establishes no specific schedule of review simply for

the sake of revision. As amendments to the General Plan are needed, so amendments will be considered by future residents and their representatives.

## ORGANIZATION

The General Plan is organized into four chapters:

Chapter 1, Community Development presents City policies for land use and development. It includes the areas of land use, circulation, housing, public facilities, and parks and recreation. It establishes policies for the utilization of the City's land resources, the provision of public services and housing opportunities, and to provide park and recreation sites and facilities.

Chapter 2, Community Character presents policies for the enhancement of the character of Poway and the preservation of valuable landmarks and scenic resources. It includes the areas of community design, historic preservation, and scenic roadways; it identifies what is significant in regard to Poway's rural character and make recommendations to preserve or enhance it.

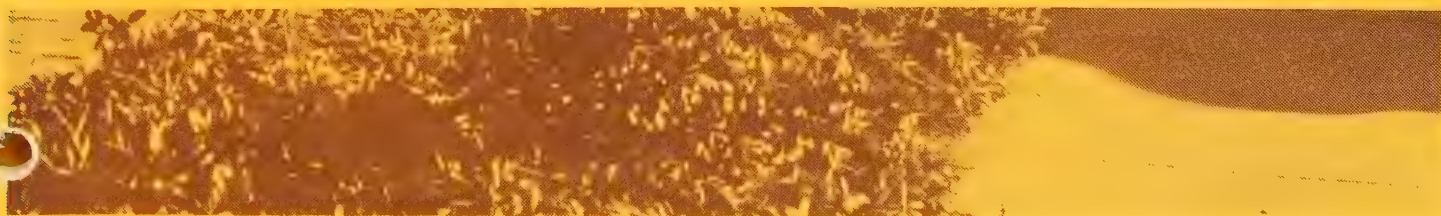
Chapter 3, Resource Management presents policies for the preservation and use of Poway's rich and unique natural resources. It includes the areas of land and water resource conservation, open space, and energy conservation and sets forth the basic policies for the management and conservation of the natural and open space resources of the City.

Chapter 4, Hazard Management presents policies for the protection of the public health and safety. It includes the areas of geologic hazards, seismic hazards, flood hazards, noise, air quality, crime prevention, and medical, and emergency services. It establishes policies for those aspects of the natural and man-made environment that relate to the long-term safety of Poway's residents.





## COMMUNITY DEVELOPMENT







## CHAPTER 1 COMMUNITY DEVELOPMENT

Community Development is associated with the physical development of the City and the organization of the City's environment in a functional, aesthetic pattern. More than any other chapter, this one will influence the image of the City. It serves as the primary vehicle for ensuring the logical organization of land uses, roadways, housing opportunities, public facilities, recreational facilities, and parks. Included in the Community Development Chapter are three mandated General Plan elements -- land use, circulation, and housing -- and two optional elements -- public facilities and parks and recreation:

- o Section 65302(a) of the Government Code requires preparation of a land use element which designates the proposed general distribution and general location of the uses of land for housing, business, industry, open space, education, public buildings and grounds, and other categories of public and private uses of land.
- o Section 65302(b) of the Government Code requires preparation of a circulation element to establish a transportation system that facilitates the efficient transport of goods and the safe movement of all segments of the population.
- o Section 65302(c) of the Government Code requires the preparation of a housing element to assure the adequate provision of housing for all segments of the community.
- o Section 65303 of the Government Code permits a community to prepare additional elements where in the judgment of the City, additional elements are important. This Chapter contains the following optional

elements affecting community development.

- The Public Facilities Element designates the proposed general locations for schools, parks, civic buildings, and fire stations.
- The Parks and Recreation Element contains policies for the acquisition, development, and management of recreational facilities, including parks and community centers, as well as providing standards for the dedication of park lands by developers.
- The Trails Element establishes a basic pedestrian and equestrian trail network with criteria for right-of-way, width, improvement, and acquisition.
- The Bikeway Element establishes a unified system of bike routes throughout the City for transportation and recreation.

## LAND USE ELEMENT

### Historical Context

The nature of land use in the City of Poway today is linked to Poway's rural beginnings. Historically, Poway began as a small, isolated farming community over a century ago. For approximately 100 years, only minimal growth and change occurred until the mid-1950's when the Poway Municipal Water District was formed and a community water system developed. Since then, Poway has experienced several significant growth periods. This growth resulted in a 239 percent increase in Poway's population from 1970 to 1980.

### Distribution of Land Use: 1982

The rural character of Poway is



significantly influenced by the fact that over 75 percent of the City is undeveloped open space and an additional 9 percent is agricultural. The majority of the open space is located in the mountains that surround Poway on the north, east, south, and to a certain extent the west. Another large open space area cuts through the middle of the City from east to west and includes Twin Peaks and Boulder Mountain.

The developed areas of Poway comprise only 15 percent of the City's total land area. Of this, 13.6 percent is residential. The residential uses in Poway are overwhelmingly dominated by single family residential homes that comprise 80 percent of the dwelling units in the City. There is a broad spectrum of single family residential dwelling units in the City including suburban subdivisions on 6,000 square foot lots, semi-rural subdivisions on one acre lots, and residential agricultural homesites on lots between two and five acres. The rural character in Poway is enhanced by the diversity of large lot homesites throughout the City. Multiple family including traditional apartment complexes and new attached condominium complexes comprise only 14 percent of the City's residential dwelling units. Most of the multiple family housing is located in the southern portion of the City. Mobile-homes comprise six percent of the homes in Poway. They are located within four mobilehome parks located in the southern portion of the City.

Other land uses in Poway include public uses (1.2 percent) and commercial/industrial areas (0.4 percent). The public uses includes parcels owned by either the City of Poway, the Poway Unified School District, the Dearborn Cemetery, the County of San Diego, the State of California, or the Pomerado Hospital. Commercial areas of Poway comprise only 0.4 percent of the total land area and

TABLE 1  
DISTRIBUTION OF EXISTING LAND USES: 1982

LAND USE	ACRES	PERCENTAGE
RESIDENTIAL	3,211	13.6
- single family		
- multi-family		
- mobilehomes		
- motel/hotel		
PUBLIC	283	1.2
- public/semi-public		
- utilities		
COMMERCIAL/INDUSTRIAL	94	0.4
- business/office		
- retail/wholesale		
- commercial recreation		
AGRICULTURAL	2,172	9.2
OPEN SPACE	17,850	75.6
- vacant		
- recreation		
Total	23,610	100.0

SOURCE: September, 1982 field survey by Phelps Company/Van Dell & Associates

are located almost exclusively along Poway Road. There is very little industrial use in Poway except for light service industrial uses along Poway Road and a single surface mining extraction user.

#### Future Land Use

Future land use changes in Poway will be predominantly located within the developed area of the City while existing open space areas are planned to be retained in large lots for open space, very low density rural development, or for future development. New land use changes will be required to be consistent with available public services and facilities. A significant feature of the future land use planned herein will be the enhancement of existing developed areas. This is principally be directed at the areas adjacent to major circulation corridors in the City.

#### Goal

Land should promote and retain the community's rural character through encouraging changes that are orderly in respect to location, timing, and density/intensity, are consistent with the provision of the local public services and facilities, and are compatible with the rural image of the City.

#### Distribution of Land Use

##### Objective 1

The distribution of land uses should create a pattern that encourages appropriate in-fill development within the developed area of the City and protects the integrity of existing land uses and densities.

Policy 1.a New development projects shall be an appropriate density or



intensity based upon compatibility with the majority of existing surrounding land uses. Whenever a question of compatibility exists it shall conform to the lower intensity use.

Policy 1.b New urban development projects (residential greater than 2 du/ac, commercial, and manufacturing) shall be bounded on a minimum of two of four sides by existing urban land uses.

Policy 1.c New rural development projects (residential equal to or less than 2 du/ac) shall be contiguous to existing rural land uses.

## Land Use Compatibility

### Objective 2

The distribution of land uses should create a pattern which organizes land uses to minimize conflicts with adjacent land uses.

Policy 2.a Incompatible land uses shall not be made contiguous without adequate buffering and/or setbacks.

Policy 2.b The Land Use Compatibility Matrix (Table 2) shall be used to determine general levels of compatibility.

Policy 2.c In the event a question of compatibility exists between two uses/intensities, the lower intensity use shall take precedent.

Policy 2.d The City Council shall make the final determination in those areas of questionable land use compatibility.

## Rural Character

### Objective 3

The rural character of Poway should be preserved through encouraging land uses and densities/intensities that are consistent with a rural lifestyle and image.

TABLE 2

## LAND USE COMPATIBILITY MATRIX

	RURAL	RURAL RESIDENTIAL	SINGLE FAMILY RESIDENTIAL	MULTI-FAMILY RESIDENTIAL	COMMERCIAL	INDUSTRIAL	PUBLIC
RURAL		C	P	I	I	I	C
RURAL RESIDENTIAL	C		C	I	P	I	C
SINGLE FAMILY RESIDENTIAL	P	C		P	P	P	C
MULTI-FAMILY RESIDENTIAL	I	I	P		C	C	C
COMMERCIAL	I	P	P	C		C	C
INDUSTRIAL	I	I	P	C	C		C
PUBLIC	C	C	C	C	C	C	

C= Compatible

I= Incompatible

P=May be found compatible based upon provisions established through a Conditional Use Permit or Development Review

Policy 3.a The density/intensity of land use in Poway shall be primarily rural.

Policy 3.b The majority of future residential construction in Poway should be in rural residential categories.

Policy 3.c Hillside areas should be designated as rural or rural residential land uses.

Policy 3.d Large continuous areas of open space shall be encouraged throughout the City.

#### Public Service Constraints

#### Objective 4

The land use pattern and population of Poway should be consistent with the capability of existing and planned public services and facilities.

Policy 4.a The number of dwelling units in the City shall be limited to those which can be adequately served by public services or facilities.

Policy 4.b The City shall keep current information concerning the capability of public services and facilities it provides.

Policy 4.c The City shall encourage other public service agencies to keep current information regarding their capability to serve.

Policy 4.d Land uses and development review applications that are inconsistent with the capability of any public service agency to provide cost-effective service shall not be approved.

Policy 4.e Major extensions of services or utilities to facilitate land use change shall not be approved without a thorough review of all social, economic, and environmental factors and appropriate mitigation measures implemented, if necessary.



## Natural Hazard Constraints

### Objective 5

The distribution of land uses should consider the health, safety, and welfare of the community in regard to natural hazards.

Policy 5.a Floodways shall be kept free and clear of any structures or other obstructions.

Policy 5.b Floodplains should be designed as rural or rural residential land uses unless mitigation measures as contained in the Flood Hazards Element are implemented.

Policy 5.c Land uses adjacent to natural high fire hazard areas should be limited to rural or rural residential land uses and shall have adequate buffering and state-of-the-art fire retardent construction techniques.

Policy 5.d Public or quasi-public (churches, hospitals) structures shall be located in low-risk seismic or geologic hazard areas.

## Rural Land

### Objective 6

The integrity of Poway's rural areas should be preserved through open space and very low density residential land uses.

Policy 6.a Rural areas of the City should be maintained in large lots, between 4 and 40 acres minimum, depending upon conditions as specified in Table 3.

Policy 6.b All parcels shall be required to have adequate provisions for sewage disposal.

Policy 6.c If well water is to be the primary water source, the provisions of the groundwater policy of the City (Water Resource Conservation Objective No. 2) shall be fulfilled.

TABLE 3

RURAL AREA PARCEL SIZES

Conditions	Minimum Parcel Size
Community Water Service, 0-15% slope	4 acres
Community Water Service, 15-25% slope	8 acres
Community Water Service, 25-45% slope	20 acres
Community Water Service, 45% + slope	No Credit
No Community Water Service, 0-25% slope	20 acres
No Community Water Service, 25-45% slope	40 acres
No Community Water Service, 45% + slope	No Credit

Policy 6.d Recreational uses (eg. resorts, golf courses) may be allowed in rural areas providing that provisions are made for the health, safety, and welfare of the users and surrounding residents.

Policy 6.e Future development of the rural areas shall require specific plans of land use or planned community development plans.

## Rural Residential Land

### Objective 7

Rural Residential land use shall be the primary form of future land use in the City.

Policy 7.a The majority of residential construction in the City shall be in rural residential categories.

Policy 7.b Existing rural residential land use areas shall be encouraged to grow within the limits of public service constraints.

Policy 7.c Rural residential land uses should be encouraged in urban areas with slopes between 15 and 25 percent to protect the integrity of Poway's prominent hillside areas.

Policy 7.d One acre lots shall be the minimum parcel size in rural residential areas and all lots shall conform to the City's slope/density criteria (Land Use Policy No. 15.f).

Policy 7.e Limited neighborhood commercial activities may be located on the border of rural residential and urban land uses.

Policy 7.f Flood-prone areas should be designated as rural residential land use until such time as the flood hazard is removed.

Policy 7.g Lots created as a result of lot averaging shall not be further

subdivided; the proponent shall provide proof positive to the City that a given lot requested for subdivision is not a lot created as result of lot averaging.

Policy 7.h Within the High Valley area (boundaries of County Service Area No. 5) the following criteria shall apply:

- two net acres shall be the minimum lot size;
- all lots proposed for division less than eight net acres in size shall include a minimum of one contiguous net acre building site with an average slope less than 25 percent; and
- the building site shall be logically located in regard to access consistent with City ordinances and policies and the preservation of significant natural resources such as watercourses, significant tree-stands, rock-outcroppings, or ridgelines.

## Single Family Residential

### Objective 8

Low and low-medium density single family residential land uses should be encouraged in in-fill areas to provide family oriented housing in a wide range of sizes and costs.

Policy 8.a Single family residential land uses shall be located in in-fill areas adjacent to equivalent densities.

Policy 8.b New single family residential projects shall be encouraged to have a variety of housing types and styles.

Policy 8.c Manufactured housing units may be allowed in single family residential areas.

Policy 8.d Mobile homes certified under the provisions of the National Mobile Home Construction and Safety Standards may be allowed on permanent foundations



in single family residential areas where the mobilehomes will be compatible with existing or future single family homes. Standards for placement on lots should be developed as specified in California State Law (Government Code Section 65852.3).

Policy 8.e Lots created as a result of lot averaging shall not be further subdivided; the proponent shall provide proof positive to the City that a given lot requested for subdivision is not a lot created as a result of lot averaging.

#### Planned Residential Developments

##### Objective 9

Planned residential developments may be used where design flexibility is necessary to mitigate on-site adverse physical conditions.

Policy 9.a The density allowed in planned residential development land use areas shall be set by conditional use permit and shall be based upon the density of existing surrounding land uses, site conditions, and the availability of public services.

Policy 9.b The density of any planned residential development land use shall not exceed 12 dwelling units per net acre.

#### Mobilehome Parks

##### Objective 10

Mobilehome parks are encouraged where compatible with existing land uses and public services to provide alternative housing arrangements.

Policy 10.a Mobilehome park land uses should be located in areas with similar existing uses and densities.

Policy 10.b Mobilehome park land uses shall be located in areas where compatible with existing land uses and in

close proximity to circulation, transit availability, commercial areas, and the provision of public services and facilities.

## Multiple Family Dwellings

### Objective 11

Multiple family dwellings of varying types and densities are encouraged where compatible with existing land uses and the provision of public services primarily to serve the affordable income needs of the City.

Policy 11.a Multiple family dwelling land uses shall be located in areas where compatible with existing land uses and in close proximity to circulation, transit availability, commercial areas, and provision of public services and facilities.

Policy 11.b Multiple family dwelling projects should provide sufficient open space to balance the developed areas of the site.

Policy 11.c Multiple family dwelling projects should provide recreational uses and activities such as playgrounds, picnic areas, and pools.

Policy 11.d Adequate parking based upon the number of bedrooms in individual units shall be provided.

Policy 11.e Adequate access should be provided onto improved, City maintained roadways that can accommodate increased traffic.

Policy 11.f Condominium projects shall be limited to density not to exceed 12 dwelling units per net acre.

Policy 11.g Condominium projects shall include enhanced design features such as garages, increased number of parking spaces, and recreational facilities such as pools, spas, and ball courts.

Policy 11.h Apartment projects shall be limited to 20 dwelling units per acre excepting provisions for affordable income housing as noted.

Policy 11.i Residential developments above 12 dwelling units per net acre in the Residential Apartment land use category shall be for rental only and shall not be converted to units for sale.

Policy 11.j Apartments should be designed to accommodate both families and singles.

Policy 11.k Senior citizen apartments in the Residential Senior Citizen category may receive a bonus of up to 5 units per net acre, to a maximum of 25 units per net acre.

Policy 11.l Multiple family dwelling complexes may be eligible for a density bonus as a result of providing low and moderate income housing (see Housing Element Program 1.d).

## Commercial Land Use

### Objective 12

Commercial land uses should be encouraged that are balanced in regard to size and distribution of goods with the current and future needs of the City.

Policy 12.a Poway Road should be maintained as the primary commercial and service area of the City.

Policy 12.b Poway Road should be revitalized as Poway's primary commercial area based upon the recommendations of the Final Report of the Poway Road Revitalization Advisory Committee (published October 1982).

Policy 12.c The City should initiate and complete a Poway Road Specific Plan that will address the following issues relative to Poway Road:



- Land Use
- Circulation
- Structural Design
- Site Design and Landscaping
- Redevelopment
- Signage
- Phasing of Improvements
- Lighting
- Noise
- Overall Streetscape
- Market Characteristics, and
- Methods of Financing  
Improvements.

Policy 12.d It is the specific intent of the City that commercial land uses on Pomerado and Espola Roads not be expanded beyond their present locations.

Policy 12.e Neighborhood commercial centers should be designed and located in such a way so as to complement and not conflict with adjoining residential areas.

Policy 12.f Community commercial land uses that will serve the entire community or subregion in which Poway is located are encouraged along Poway Road adjacent to existing uses of similar intensity.

Policy 12.g General commercial uses and services such as restaurants, financial institutions, service, and roadway-oriented retail stores should be encouraged along Poway Road, in the Old Poway Center, and at the intersection of Pomerado Road, Twin Peaks Road and State Route 56.

## Manufacturing Areas

### Objective 13

Manufacturing land uses that provide limited manufacturing services are encouraged where they are compatible with existing land uses; manufacturing parks are encouraged with a specific plan of land use or community plan within a planned community.

Policy 13.a Manufacturing uses shall be located so as to not create adverse impacts on surrounding land uses and/or the City circulation system.

Policy 13.b Manufacturing service land uses should be primarily designed for light manufacturing, assembly, packaging, processing, fabrication, and storage of products to be sold on-site where the retail area is limited to 25 percent of overall floor area.

Policy 13.c Manufacturing service land uses shall be adequately screened to reduce glare, noise, dust, and vibrations.

Policy 13.d Manufacturing service land uses adjacent to residential land uses shall include a buffer zone or noise attenuation wall to reduce outside noise levels at the property line to 60 dBA CNEL or less.

Policy 13.e All outside storage shall be completely screened from view.

Policy 13.f Manufacturing park land uses shall be approved through a specific plan of land use or a planned community development plan.

Policy 13.g The manufacturing park environment should blend well designed and functional buildings with landscaping.

Policy 13.h The types of activities allowed in manufacturing park land uses include: light industrial uses, office and administration facilities, research and development laboratories, warehousing, as well as support commercial services.

## Land Use and Circulation

### Objective 14

Land use should not overburden the City circulation system.

Policy 14.a No land use should be approved that will increase the traffic on a City roadway above the roadway's existing design capacity at service level "C".

Policy 14.b The City should continuously monitor the impact and intensity of land use on circulation to ensure that the circulation system is not overburdened.

Policy 14.c The land use pattern should encourage the use of public transportation by City residents.

#### Hillside Development

#### Objective 15

Hillside development should not adversely impact the visual quality of the City nor create an unsafe or unsound condition.

Policy 15.a Intensive development shall be limited to slopes less than 25 percent.

Policy 15.b Hillside developments should be designed to follow the natural contour of the land and reduce the amount of land alteration.

Policy 15.c Hillside developments should vary the location and design of structures, landscaping, and access to give a more natural appearance.

Policy 15.d Hillside developments should create a natural effect on finished slopes through rounding off, contour grading, and the use of variable slope ratios (i.e., 2:1, 3:1, 4:1, etc.).

Policy 15.e Prominent ridgelines and hilltops as defined in the Community Design Element should not be built upon.

Policy 15.f Density in hillside areas shall be calculated based upon the following criteria:



- The average slope for the net area of the parcel shall be derived by the following formula.

$$\frac{(CL \times I \times S)}{NA}$$

CL = Length of Contours

I = Contour Interval

S = Scale of Map

NA = Net Area in Square Feet

- The average slope of each parcel in the proposed division of land shall be consistent with the net acreage requirement for slope percentage in the specific land use category within which the site is located.

Policy 15.g The use of stepped or split-level pads are encouraged rather than large single pad areas.

Policy 15.h Natural landscaping should be preserved where feasible; where not feasible, similar landscaping types shall be reintroduced to stabilize slopes and mitigate the visual impact of land alteration.

Policy 15.i All land alteration shall be done in accordance with the City Grading Ordinance policy and standards.

Policy 15.j All commercial and industrial uses shall be on natural slopes 15 percent or less and public and quasi-public uses (hospitals, convalescent hospitals) shall be limited to areas with natural slopes of 10 percent or less.

Policy 15.k Lots created as a result of lot averaging shall not be further subdivided; the proponent shall provide proof positive to the City that a given lot requested for subdivision is not a lot created as a result of lot averaging.

Policy 15.1 No existing legally subdivided parcels shall be deemed nonconforming by virtue of the slope requirements in the rural residential land use categories.

Policy 15.m Within the rural residential land use categories, lot averaging may occur to preserve areas of unique topographic features, riparian woodlands, or other significant open space areas of community importance based upon the following:

- lot averaging shall only be used to create a quality development, but shall not increase the overall density of the subdivision;
- the number of lots feasible shall be calculated based upon the average slope criteria and individual slope criteria for each lot and minimum lot size formula for each respective land use category;
- the areas of open space shall be determined and preserved in perpetuity;
- the minimum lot size of the respective category shall be maintained; and
- a conventional subdivision shall also be submitted to determine the overall density through compliance with the standard requirements for lot size based upon the slope criteria;
- no further divisions of land shall occur.

#### Regional Land Use Planning

#### Objective 16

The City should support and promote the efforts made to provide a reasonable regional land use planning program.

Policy 16.a The City should support and participate in the San Diego Association of Governments (SANDAG) regional land use planning programs such as the Comprehensive Plan for the San Diego Region.

## Intergovernmental Coordination

Policy 16.b The City should evaluate the impact on regional land use planning when considering major changes to its land planning program.

### Objective 17

The City should encourage the coordination of land use planning programs among local, regional, state, and federal jurisdictions.

Policy 17.a The City should evaluate the land use planning programs of neighboring jurisdictions when considering changes to its land use program.

Policy 17.b The City should notify affected jurisdictions of changes to the City's land use planning programs that may affect them.

Policy 17.c The City should cooperate with adjoining jurisdictions through review and comments on changes to land use plans that may affect Poway.

## Special Study Areas

### Objective 18

Special study areas should be designated in outlying areas to provide the necessary specific planning of appropriate land uses, public facilities, and financing mechanisms.

Policy 18.a Land use changes in the outlying areas shall be required to prepare a specific plan of land use or a planned community development plan that discusses appropriate land uses, public facilities, financing mechanisms and the provision for environmental quality based upon the following:

- o South Poway Area: The South Poway area should be oriented toward a variety of land uses concentrating on employment generating uses. Land use intensity/density should be based upon the the development



# SPECIAL STUDY AREAS



AREA SHOWN DELINEATES  
ONLY APPROXIMATE BOUNDARIES



potential of the area defined in the "Opportunities and Constraints Report" prepared for the Buehler Property Owner's Association.

- o Old Coach Area: The Old Coach area should be oriented to rural residential land uses or a resort recreational facility that would include a variety of residential and recreational uses such as golf courses and equestrian centers. The area should provide access from both the north and south and complete an arterial roadway from Espola Road to Highland Valley Road.
- o State Highway 67: The high mountain valley located along State Highway 67 at Poway Road should include primarily residential uses with ancilliary neighborhood commercial. Priority should be give to insuring the safety of the Poway Road grade prior to any development consideration.

#### Sphere of Influence Areas

#### Objective 19

The City should adopt a sphere of influence area that delineates the logical areas of future City growth.

Policy 19.a The City shall prepare a sphere of influence study that explores the logical areas of future City growth.

Policy 19.b The City should work with the Local Agency Formation Commission and the County of San Diego to establish sphere of influence boundaries.

Policy 19.c Sphere of influence boundaries should include mountain areas to the east of the City limits that drain into Poway's major creek systems.



Policy 19.d Sphere of influence boundaries should also take into consideration the logical extension of Poway's public services such as water, sewer, police protection, fire protection, schools, and commercial areas.

## LAND USE PLAN

The City Land Use Plan serves two purposes. First, it is a graphic summary of the General Plan text embodying the provisions of each of the 16 elements. To this extent, it is useful as a first step in the process of understanding how the General Plan affects a given parcel or area.

The City Land Use Plan also illustrates the arrangement of land uses at the time the City is fully matured, sometimes referred to as the "build-out level of the City." It does not establish specific time frames for the phasing of future development. Land use policies regarding in-fill development or public service needs must be identified prior to an area being suitable for a specific use and density.

The City Land Use Plan includes 20 land use categories. There are 12 residential categories, four commercial, two manufacturing, an open space, and a planned community category. Public and quasi-public uses such as City Hall, existing parks, Pomerado Hospital, Dearborn Cemetery, and existing schools are included in the open space category.

### Residential

Residential 1A - Rural Residential A The Rural Residential A category includes more total land area than any other category. It is primarily located in the northern and eastern areas of the City that are dominated by the mountains that

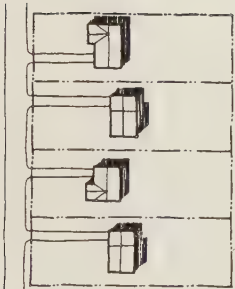
surround Poway. It also includes the Twin Peaks and Boulder Mountain areas. Very low density residential uses are allowed in the level areas or foothills near existing development. The three Special Study Areas (see pp. 30-32) are also included within this category as areas where future development could occur beyond the scope of this Plan. The minimum lot area ranges from 4 acres to 40 acres based upon the slope and the availability of community water. Table 3 in the Land Use Element illustrates the breakdown of minimum parcel sizes. The rural road standards of the City as found in the Circulation Element would apply.

Residential 1B - Rural Residential B The Rural Residential B category is an intermediary rural residential category. The minimum parcel sizes are 2, 4, and 8 acres based upon slopes that are 0-15 percent, 15-25 percent, or above 25 percent, respectively. In regard to parcel sizes in the High Valley area (CSA No. 5), please refer to Land Use Element Policy 7.h. These areas generally will be served by the City water system, but not sewer. The rural road standards of the City would apply. The uses allowed are primarily single family dwelling units. The keeping of farm animals is compatible within these areas.

Residential 1C - Rural Residential C The Rural Residential C classification includes the rural residential custom home subdivisions that predominate Poway's northern area. The parcel sizes begin at 1 net acre minimum for slopes up to 15 percent, 2 net acres between 15 percent and 25 percent, and 4 net acres in areas above 25 percent. The uses are primarily single family dwelling units and the keeping of farm animals is compatible. The Rural Residential C areas shall be on the City water system, should also be sewerred, if necessary, and the rural road standards would apply.

Residential 2 - Residential Single Family  
 The Residential Single Family 2 classification is a transitional land use category between the urban and rural land uses in the City. The lot sizes should range between 1 net acre and 20,000 square feet with a density of 1 and 2 dwelling units per net acre. Single family housing is the primary use as well as the keeping of animals for personal use. These areas should be served by both City water and sewer and the semi-rural road standards apply.

Residential 3 - Residential Single Family  
 The Residential Single Family 3 category is characterized as low density urban single family. The lot sizes should range between 15,000 and 20,000 square feet with the density of 2 to 3 dwelling units per net acre. Single family homes are the primary use as well as the limited keeping of animals for personal use. These areas shall be served by both City water and sewer and the urban road standards apply.



DWELLING, SINGLE FAMILY

Residential 4 - Residential Single Family  
 The Residential Single Family 4 classification is also a low density residential category allowing 3 to 4 dwelling units per net acre. The lot sizes should range between 10,000 and 15,000 square feet with single family homes. The limited keeping of animals is also allowed. These areas shall have City water and sewer service and the urban road standards apply.

Residential 5 - Residential Single Family  
 The Residential Single Family 5 classification includes the greatest amount of land area and population of all the residential classifications. The predominant use is single family homes on lots between 6,000 square feet and 10,000 square feet (4 to 7 dwelling units per acre. Approved mobilehomes are allowed in this classification on 6,000 square foot or less lots with design review.

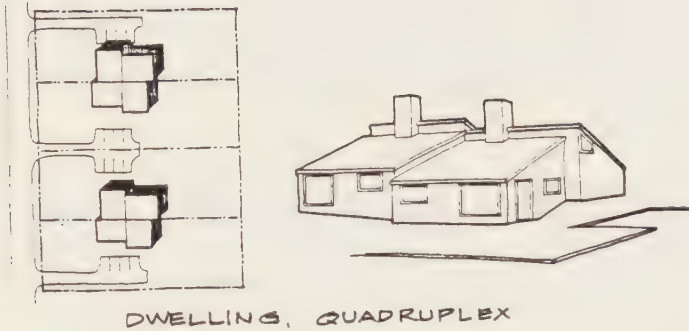


These areas shall be served by City water and sewer and urban road standards apply.

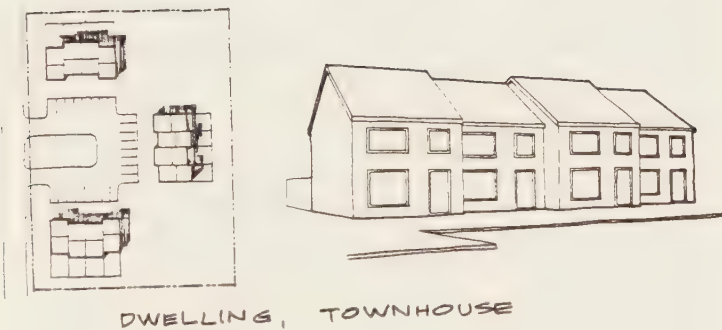
Residential 6 - Residential Planned Development The Residential Planned Development classification is limited to areas of the City where traditional development methods will not work because of topography, natural hazards, or man-made hazards. All development proposals require a conditional use permit which will set the density for the individual site; however, 12 dwelling units per net acre is the maximum allowable. Conditions will warrant the public services, utilities, and facilities necessary, but it is generally considered that City water and sewer will be required with the appropriate road standards set by the use permit.

Residential 7 - Residential Mobilehome Park The Residential Mobilehome Park classification is designed for mobilehome parks. Mobilehome parks should be designed in accordance with the provisions in the Zoning Development Code. The density should not exceed 8 dwelling units per acre. City water and sewer are required as well as urban road standards.

Residential 8 - Residential Condominium The Residential Condominium classification is for attached multiple family dwellings with densities between 7 and 12 dwelling units per net acre. The category allows units for either sale or rental. The intent of the use and density is to provide aesthetic multiple family dwellings that include garages, open space, and recreational facilities and activities. Developments should generally be clustered with buildings having six or less units. Urban services such as City water and sewer are required as well as urban road standards.



DWELLING, QUADRUPLX



DWELLING, TOWNHOUSE



DWELLING, GARDEN APARTMENT

Residential 9 - Residential Apartment The Residential Apartment classification is designed to meet Poway's affordable rental housing need. Twenty units per net acre are allowed for general occupancy rentals. A density bonus can be received for lower and moderate income housing. Residential apartment complexes in this classification shall not be converted to condominiums for sale. Urban services such as City water and sewer are required as well as urban road standards.

Residential 10 - Residential Senior Citizen The Residential Senior Citizen classification is designed for multiple unit senior citizen developments for sale or rental. Twenty units per net acre are allowed; however, a bonus of 5 units per net acre may be allowed. The classification shall only be placed upon a property at the specific request of the land owners.

#### COMMERCIAL

Commercial 11 - Commercial Office Office complexes are encouraged to provide areas where related office uses can be assembled. The intent is to avoid the proliferation of individual, isolated offices. Office complexes also can serve as a transitional land use between more intense commercial or manufacturing uses and single or multiple family housing. Three areas of the City have been identified as prime commercial office locations. They are: 1) the area surrounding or in the vicinity of Pomerado Hospital for medical related office uses, 2) the southside of Poway Road between Carriage Road and Pomerado Road 3) and at the intersection of Midland Road and Hilleary Road. Uses permitted within the office classification are administrative, medical, and professional offices, business support services, financial, insurance, real estate, and support

# LAND USE PLAN SUMMARY

Land Use Category	Density	Net Area in Acres	Dwelling Unit Yield		
			Low	Medium	High
1A	(1 du/4, 8, 20, or 40 ac)	9,983	287	344	458
1B	(1 du/2, 4, or 8 ac)	1,525	270	352	432
1C	(1 du/1, 2, or 4 ac)	3,621	1,594	2,104	2,371
2	(1-2 du/ac)	323	323	484	646
3	(2-3 du/ac)	96	192	240	288
4	(3-4 du/ac)	841	2,523	2,943	3,364
5	(4-7 du/ac)	989	3,956	5,439	6,923
6	(By Use Permit)	766	803	803	803
7	(8 du/ac)	84	672	672	672
8	(7-12 du/ac)	101	707	959	1,212
9	(12-20 du/ac)	98	1,176	1,568	2,960
10	(12-20 du/ac)	-	-	-	-
11	-	57			
12	-	3			
13	-	172			
14	-	72			
15	-	34			
16	-	-			
17	-	1,479			
18	-	2,400			
Total		22,644	12,503	15,908	18,829

- 1 Net area is a calculated figure based upon the gross area and factors for area devoted to road improvements, utility areas, dedications, etc.
- 2 Low yield constitutes the base of the density range.
- 3 Medium yield constitutes average of the density range.
- 4 High yield constitutes the top of the density range.
- 5 Dwelling units already existing or planned.



commercial uses such as restaurants and small sundries shops.

Commercial 12 - Commercial Neighborhood  
Neighborhood Commercial uses are generally convenience-oriented shopping areas located on major roads adjacent to residential areas. They are not designed to supplant the General Commercial uses primarily along Poway Road. Lot sizes are generally between 1 and 5 acres with 5,000 to 30,000 square feet of floor space.

Commercial 13 - Commercial General The General Commercial classification is characterized by a broad range of uses. It is primarily designed to include the commercial uses along Poway Road. Other commercial center areas include Old Poway along Midland Road and the southeast corner intersection of Twin Peaks Road and Pomerado Road. Typically, the types of uses allowed in this category are general retail, major markets, service commercial, restaurants, automotive repair and service, hardware and home improvement centers, commercial recreation uses, and small-scale automotive sales.

Commercial 14 - Commercial Community The Community Commercial area provides residents with a wider range of services and merchandise than found in either the neighborhood or general commercial areas. Existing uses in this category include the K-Mart on Poway Road at Midland Road and the major automobile dealerships. Future community commercial uses should include a major general merchandising store or junior department store, a restaurant and theater complex and retail stores supplying larger and more diversified items. The community commercial area center also includes ancillary retail and service shops that are characteristic of neighborhood or general commercial. The following provisions shall guide the development of

community commercial uses and centers:

- o Community commercial uses and centers should be centrally located along Poway Road in the vicinity of the intersections with Community Road and Midland Road;
- o The centers should be located at the intersection of major roads;
- o The centers should be located in areas between 10 and 40 acres and should have a floor space between 100,000 and 200,000 square feet;
- o Major automobile sales uses should be located near or adjacent to existing similar uses; and
- o A restaurant and theater complex should be located adjacent to a community commercial center.

#### MANUFACTURING

Manufacturing 15 - Manufacturing Service  
Only a limited amount of manufacturing land use is envisioned for the City of Poway; the majority of the manufacturing will be in the service manufacturing classification. This is primarily light manufacturing fabrication, assembly, packaging, processing, and storage in conjunction with limited retail.

Manufacturing 16 - Manufacturing Park  
The initial Land Use Plan did not illustrate any manufacturing parkland uses. This use did not exist in the City at that time. The land use has been created, however, for the future when the development of large-scale manufacturing parks may occur. The primary considerations as outlined in the Land Use Element are the need for adequate public services and the need for a specific plan to establish the long-range plan for the manufacturing park area.

## OPEN SPACE

Open Space 17 - Open Space The Open Space category illustrates publicly owned lands that are in use. The types of uses include City buildings, parks, schools, wilderness areas, and public facility operation centers. In the event one of the uses changes and the land is purchased by private individuals, a General Plan Amendment shall be submitted to determine the appropriate future use.

## PLANNED COMMUNITY AREAS

Planned Community Areas 18 - Planned Communities The Planned Communities designation illustrates areas where the future development of a variety of land uses may occur based upon the adoption by the City Council of a Planned Community Development Plan (see pages 364-365). The purpose of the Planned Communities designation is to encourage land planning of large contiguous areas where parcel-specific features can be addressed with creative solutions that meet or exceed the goals, objectives, and policies of the City General Plan. However, land uses within a Planned Community area shall be no more intensive than described within the City General Plan. Each Planned Community area illustrated on the Land Use Plan is described in greater detail in the following:

### Buehler Planned Community Area 1:

The Buehler Planned Community Area should be planned toward a variety of land uses that incorporate the following:

- o A variety of land uses such as residential, commercial, office, industrial, public and open space are encouraged. Employment-generating uses shall be given priority. Care



should be taken to ensure compatibility and enhancement of the proposed uses with those that are already established around the perimeter of the Planned Community area.

- o The northernmost and southernmost ridgelines and north-slopes should be preserved to the extent feasible for their aesthetic value while still facilitating an efficient traffic circulation system with grading substantially confined to the interior of the Planned Community. Topographic modifications to accomplish the traffic system and accommodate the planned land uses shall be designed in harmony with the general form of the area.
- o Where residential uses are proposed in steeper areas less than 25 percent slope, rural residential should be encouraged to preserve the aesthetic character of the area.
- o Intensive land uses should be located in the interior of the planning area where the fewest constraints exist.
- o Preservation of key biologic areas should be considered.
- o The value of the existing aggregate resource to the City should be investigated further.
- o As prescribed in the Geologic Hazards Element of this plan, further project-specific geologic studies shall be completed in localized areas of Friars formation to ensure safe and stable development.
- o A backbone traffic circulation system emphasizing an east/west regional arterial and providing connection to planned regional transportation routes should be developed within the Buehler

planning area. This system should be designed to accommodate regional through traffic, interconnections with the existing local circulation system, and access to uses which may occur on properties abutting this system within the City of Poway.

- o Further studies based on specific land uses shall be prepared to establish specific on- and off-site public service and facility requirements. Once these are determined, phasing and financial plans shall be prepared to assure the development of these facilities, including but not limited to studies for streets, schools, fire protection, police protection, water, sewer, storm drains, and parks.
- o Development of this area shall be accomplished in accordance with the provisions of the Planned Community Zone.

#### CIRCULATION

The Circulation Element plans for the various methods of transportation throughout the City including automobiles, truck traffic, public transit, bicycle riding, equestrian riding, and pedestrian travel. Plans for bicycle and riding/pedestrian travel are included within separate elements. The purpose of the Circulation Element is to ensure adequate access throughout the City through the improvement and maintenance of the transportation system.

Circulation and transportation planning in the City of Poway is influenced by three factors: land use, the regional transportation system, and energy.

First, the design of the circulation system strongly influences the

distribution of residential, commercial, public, and manufacturing land uses. Roads and public access are the primary motivators in the determination of the density/intensity an area can accommodate. The location and size of the road system in Poway is the foremost determinant in measuring the community's ability to accommodate increased growth.

Second, the City is located in the midst of an established network of freeways, roads, and public transit routes that serve the greater San Diego metropolitan region. Because Poway is inextricably tied to San Diego, particularly for employment, the road system leading to and from the City limits must be able to accommodate anticipated daily traffic demands. The Circulation Element considers the enhancement of the regional flow of traffic with the addition of the South Poway Arterial System. The South Poway Arterial System will redirect regional east/west traffic off Poway Road (roughly 9,000 trips per day in 1982) and will fill the need for a regional connection between I-8 in El Cajon and I-15 such as Route 125.

Finally, unstable energy costs and future shortages may give rise to the need to either shorten the everyday automobile travel of the City's residents or more fully utilize public transit and programs such as ridesharing. The Circulation Element should focus on the possibility that someday in the future the reliance on the private automobile may be hampered by gasoline that is either priced too high or not available at all.

#### Existing Conditions

The circulation system in Poway is highly automobile oriented. However, there has been an increase in bicycle riding and walking, but this is negligible overall. Poway's existing road system is dominated by four major roads: Poway Road,



Pomerado Road, and Espola Road, and the extension of Twin Peaks Road from Midland Road west to Pomerado Road, was recently completed to access the mid-city area.

Poway Road: No other road in Poway is as important to the City from a circulation standpoint. Poway Road is the primary east/west corridor through the City and links the majority of Poway with I-15 and the San Diego employment areas. Poway Road also serves as the City's primary commercial corridor and is a regional link between San Diego and communities to the east, such as Ramona. The 1983 estimates by SANDAG illustrated that Poway Road accommodated between 31,600 and 34,700 cars per day of which approximately 9,000 were from areas to the east of the City.

Pomerado Road: Pomerado Road is the major north/south access through the western one-half of Poway. It links the Rancho Bernardo area with Poway and finally the Scripps-Miramar Ranch. Freeway off-ramps to I-15 are located at both its northern and southern terminus. Pomerado Road services the Pomerado Hospital and the residential areas located north of Poway Road. In 1983 it accommodated between 13,700 and 17,500 cars per day.

Espola Road: Espola Road serves as the major link between Poway's northern, northeastern, and central residential areas. It serves as both an east/west route in the Green Valley/StoneRidge area and a north/south route near High Valley and the Twin Peaks Road area. It intersects I-15 in San Diego as Rancho Bernardo Road and terminates at Poway Road. Espola Road also services Poway High School which is located midway along its north/south portion. Espola Road is one of Poway's most beautiful roadways and is designated a local scenic roadway. The 1983 estimates for Espola Road were between 16,300 cars per day

near Martincoit Road and 6,700 between Twin Peaks Road and Poway Road.

Twin Peaks Road: Twin Peaks Road is an additional east/west roadway linking the central area of Poway with I-15. The road will be the widest road in Poway between the western City limits and Pomerado Road. Twin Peaks Road is designed to relieve congestion that exists on Poway Road by a new route to I-15 completing the existing circulation system.

#### Future Circulation System Components

The Circulation Element proposes only minimal changes to the basic road system that serves the developed portions of Poway today. The only exception to this is the South Poway Arterial System which creates a positive effect by improving the overall flow on the Poway roadway system through the rerouting of regional traffic. It is anticipated that the existing four major roadways will continue to accommodate the basic internal traffic needs of Poway. Improvements that are suggested are in two categories; 1) measures to improve existing and future traffic flow on the major roads, and 2) future roads to serve the outlying areas, particularly in regard to accommodating regional traffic demands.

Table 4 and Figure 4 illustrate the planned Poway Circulation Plan arterial system. The table includes both future right-of-way and anticipated build-out average daily traffic volumes.

#### Goal

The circulation system should promote the safe and efficient movement of various transportation modes including automobiles, trucks, and public transit.

TABLE 4  
CIRCULATION ELEMENT CLASSIFICATIONS

<u>LINK</u>	<u>ARTERIAL</u>	<u>SEGMENT</u>	<u>MASTER PLANNED CLASSIFICATION</u>
1.	Pomerado Road	North City Limits to Espola Road	Major
2.	Pomerado Road	Espola Road to Stone Canyon Road	Major
3.	Pomerado Road	Stone Canyon Road to Twin Peaks Road	Major
4.	Pomerado Road	56 Freeway to Poway Road	Major
5.	Pomerado Road	Poway Road to Beeler Canyon Road	Major
6.	Carriage Road	Poway Road to Oak Knoll Road	Collector
7.	Community Road	Poway Road to Twin Peaks Road	Major
8.	Midland Road	Twin Peaks Road to Edgemoor Road	Collector
9.	Espola Road	Poway Road to Twin Peaks Road	Major
10.	Espola Road	Twin Peaks Road to Lake Poway Road	Secondary
11.	Martincoit Road	Espola Road to Stone Canyon Road	Collector
12.	Espola Road	Pomerado Road to Old Coach Road	Major
13.	Stone Canyon Road	Pomerado Road to Martincoit Road	Collector
14.	Twin Peaks Road	Midland Road to Espola Road	Major
15.	Poway Road	West City Limits to Pomerado Road	Major
16.	Oak Knoll Road	Poway Road to Pomerado Road	Collector
17.	Oak Knoll Road	Pomerado Road to Carriage Road	Collector
18.	Metate Lane	Pomerado Road to Community Road	Secondary
19.	Poway Road	Pomerado Road to Community Road	Major
20.	Poway Road	Community Road to Garden Road	Major
21.	Garden Road	Poway Road to Sycamore Canyon Road	Secondary
22.	Poway Road	Garden Road to Espola Road	Major
23.	Poway Road	Espola Road to SR 67	Major
24.	Twin Peaks Road	Midland Road to Community Road	Secondary
25.	Twin Peaks Road	Community Road to Route 56	Primary
26.	Twin Peaks Road	Route 56 to Pomerado Road	Primary
27.	Pomerado Road	Twin Peaks Road to Route 56	Major
28.	Route 56	West City Limits to Pomerado Road	Major
29.	Route 56	Pomerado Road to Twin Peaks Road	Major
30.	Community Road	Poway Road to Metate Lane	Secondary
31.	Unnamed Road	Metate Lane to Gate Drive	Secondary
32.	Unnamed Road	Gate Drive to South Poway Arterial	Secondary
33.	South Poway Arterial	Pomerado Road to Link 32	Secondary
34.	South Poway Arterial	Link 32 to East City Limit	Secondary
35.	Gate Drive	Poway Road to Link 32	Collector
36.	Unnamed Road	Community Road to Link 35	Secondary
37.	Unnamed Road	Link 35 to Golden Way	Secondary
38.	Golden Way	Poway Road to Link 37	Secondary
39.	Sycamore Canyon Road	Garden Road to Beeler Canyon Road	Secondary
40.	Sycamore Canyon Road	Poway Road to Garden Road	Secondary
41.	Espola Road	Lake Poway Road to Old Coach Road	Secondary
42.	Old Coach Road	Espola Road to Link 44	Collector
43.	Old Coach Road	Link 44 to Highland Valley Road	Collector
44.	Unnamed Road	Old Coach Road to Highland Valley Road	Collector
45.	Espola Road	Pomerado Road to West City Limits	Major
46.	Twin Peaks Road	Pomerado Road to West City Limits	Primary
47.	Midland Road	Twin Peaks Road to Del Poniente Estates	Collector
48.	Lake Poway Road	Espola Road West	Collector
49.	Midland Road	Poway Road to Edgemoor Road	Secondary



# CIRCULATION ELEMENT



## CLASSIFICATION OF ARTERIALS

PRIMARY		SECONDARY	
MAJOR		COLLECTOR	



## Land Use and Circulation

### Objective 1

Land use should not overburden the City circulation system.

Policy 1.a No land use should be approved that will increase the traffic on a City roadway above the roadway's existing design capacity at service level "C" without adequate mitigation.

Policy 1.b The City should monitor the impact of intra- and inter-city land use on circulation to ensure that the circulation system is not overburdened.

## Road Network and Standards

### Objective 2

The arterial and local road network in Poway should be based upon a graduated road classification system.

Policy 2.a The City shall require roads to meet the needs of the residents of the community without detracting from the rural setting of Poway. Circulation Element roadways shall be classified in the order illustrated in Table 5.

TABLE 5

#### MAJOR ROADWAY CLASSIFICATIONS

Aterial Classification	Right-of-way/ - Paved Width (in feet)
Primary	120/100
Major	100/80
Secondary	84/64
Collector	60/40

Policy 2.b Local roads shall be classified by the nature of the surrounding land use in three classifications: urban, semi-rural, and rural, as illustrated in Table 6.



TABLE 6

## LOCAL ROAD CLASSIFICATIONS

Road Classifications	Right-of-way/ Paved Width (in feet)
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Urban Roads (2 du/ac<sup>1</sup> or more)

Local Collector (1200 vpd to 2400 vpd <sup>2</sup> )	60/40
Local (up to 1200 vpd)	54/36

Semi-Rural Roads (1-2 du/ac)

Local Collector (1200 vpd to 2400 vpd)	56/40
Local (up to 1200 vpd)	50/36

Dedicated Rural (less than 1 du/ac)

Local Collector (800 vpd to 2400 vpd)	52/28
Local (up to 800 vpd)	44/24

Nondedicated Rural

Local Collector (800 vpd to 2400 vpd)	52/26
Local (up to 800 vpd)	40/20

1 "dwelling units per net acre"

2 "vehicles per day"

## Access

Objective 3

Access to arterial roadways shall be limited to maintain capacity, efficiency and the safety of the traffic flow on the City's roads.

Policy 3.a Access to all primary and major arterials should be restricted to approved points of ingress and egress through the relinquishment of access rights to the City.

Policy 3.b Local roads should be used for access to primary and major arterials.

Policy 3.c Where direct access to a primary or major arterial roadway is necessary, access shall be limited to one point for 300 feet of frontage or one point per parcel, if parcel has less than 300 feet of frontage.

Policy 3.d Combined access between adjacent properties shall be considered prior to the allowance of access to a primary or major arterial to reduce the overall number and frequency of access points.

Policy 3.e Access points along arterial roadways should be located a minimum of 100 feet from the end of the curb return.

Policy 3.f Access points shall be coordinated with existing or planned access points on the opposite side of the roadway and the breaks in medians.

#### Transportation Systems Management

#### Objective 4

The City should use state-of-the art transportation system management planning programs to increase the efficiency on Poway's road system, thus reducing capital costs.

Policy 4.a The City shall encourage ridesharing in both the public and private sectors as a means of reducing overall traffic generation.

Policy 4.b The Circulation Plan should designate future park and ride facility locations.

Policy 4.c The City shall examine and implement, if feasible, a signal timing optionalization plan along Poway Road.

Policy 4.d The City should examine the

problems associated with truck traffic on arterial and local streets to ascertain the need for improvements.

Policy 4.e The City should support regional efforts to construct a High Occupancy Vehicle (HOV) lane in I-15 to reduce overall commuter traffic generation.

Policy 4.f The City should examine the construction of medians in Poway Road to maximize traffic flow efficiency.

## Public Transportation

### Objective 5

The City should develop a public transportation system that best serves the needs of the entire community.

Policy 5.a The City should develop a short-range transit plan to implement an efficient and useful public transportation system.

Policy 5.b The City should pay particular attention to the needs of transit dependents in the community such as senior citizens, the handicapped, and students.

## Regional Transportation Planning

### Objective 6

The City should support regional transportation planning programs which will route externally generated traffic through Poway with a minimum of disruption.

Policy 6.a The City shall support and encourage an amendment to the regional transportation plan that designates State Route 56 as an east/west route through Poway from I-15 to State Highway 67 on existing surface streets.

Policy 6.b The City shall continue to work jointly with adjoining local jurisdictions to find a mutually acceptable route for State Route 125 from



Interstate 8 to Interstate 15.

Policy 6.c The City shall support efforts to develop a limited access roadway between I-5 and I-15 along the SR 56 corridor.

Policy 6.d The City shall monitor the amount of traffic generated between the western City limits and I-15 to ensure safe and efficient access from the City to I-15.

## Pedestrian Facilities

### Objective 7

Pedestrian facilities shall be developed throughout the City to encourage walking as an alternative to the automobile.

Policy 7.a All urban standard roads should have improved sidewalks on both sides of the road.

Policy 7.b Local collector semi-rural standard roads shall have improved sidewalks on one side of the road.

Policy 7.c Rural dedicated streets that lead to schools or bus stops should have improved sidewalks on one side of the road.

## Local Roads

### Objective 8

Local roads should be designed to discourage nonlocal traffic.

Policy 8.a Local roads shall not be used to link arterial roads and create "short-cuts."

Policy 8.b Devices such as landscaped encroachments or medians may be used to inhibit general traffic in local areas.

Policy 8.c In the event that the traffic on local roads, particularly within a residential neighborhood, has or may exceed 5,000 vehicles per day as a result of a new development proposal, the City

should require or commission a local traffic survey to indicate or provide mitigation measures to decrease traffic levels.

Policy 8.d The City shall explore the feasibility of closing Robison Road to through traffic from Pomerado Road to Carriage Road.

Policy 8.e The City shall explore the feasibility of terminating Aubrey Road at its current location (as of May 1983) to reduce through traffic from Community and Midland Roads to Twin Peaks Road.

## Financing Improvements

### Objective 9

The financing of improvements to the City circulation system made necessary by development shall be borne by the proposal applicants.

Policy 9.a The City shall determine and update, as necessary, the cost of improvements to maintenance of the City circulation system.

Policy 9.b The City shall adopt and implement appropriate legislation that requires development proposal applicants to pay appropriate fees for the improvement of the City circulation systems.

### TRAILS

The popularity of hiking and horseback riding has increased significantly in recent years. This trend is especially evident in Poway due to the extensive areas of surrounding open space and its pleasant year-round climate. Opportunities exist within Poway for the provision of trails for transportation and recreation use. Horseback riding, hiking, jogging, running, and walking can all be accommodated in some way within the City.

In many portions of the City, residential development has provided for hiking and equestrian trail use. However, there were no consistent design standards employed resulting in instances of inadequate trail systems and a fragmented collection of easements within various tract developments. Presently, trail enthusiasts rely on informal, undesignated trails which traverse private, public, and government lands.

The objective of the trail system is to delineate an overall uniform network of interconnecting trails which are integrated with recreation areas, parks, open spaces, schools, residential and commercial areas, and equestrian centers. The overall concept is based upon three trail components:

The regional trails are the backbone of the system. They are extended, long distance corridors that serve as the main connectors to regional parks, scenic canyons, and national forest lands that are both within and beyond the Poway city limits.

The community trails provide the user with access to the regional trails and community facilities such as Lake Poway; Rancho Arbolitos Park; Garden Road Park; local equestrian centers; elementary, junior and senior high schools; and shopping centers. Community trails extend along waterways, utility corridors, public rights-of-way, easements, and along the sides of local streets. These trails form loops of varying length and unify the local feeder trails.

Local feeder trails, which are not identified on the map, are contained within local developments and subdivisions and enable the user access from their residential area to the community or regional trails, other residential neighborhoods, schools, and



parks. Emphasis is to be placed on establishing appropriate local feeder trails at the time of subdivision approval or development review.

#### Goal

To provide a comprehensive trails system for hiking and riding within Poway and as a part of the regional trail network.

### Master Plan of Trails

#### Objective 1

The Master Plan of Trails should designate trail status and approximate location.

Policy 1.a The City should promote programs for improving existing trails such as removing existing barriers on trails systems to make the trails safer, more functional, and accessible to nearby trails. The City shall establish a master trail system which provides for:

- Regional Trails which connect to regional recreation areas, residential areas, and commercial areas.
- Community Trails which connect residential areas, local activity centers, and the Regional Trail System.
- Local Feeder Trails which connect individual residential lots to the Community and Regional Trail System.

Policy 1.b The City shall facilitate the development of a Regional Trail System. All segments of the Regional Trail System shall be available for use as equestrian and pedestrian trails where feasible.

### Trail Acquisition

#### Objective 2

Trail rights-of-way should be established and acquired through various means

# MASTER PLAN OF TRAILS



## LEGEND



REGIONAL TRAILS

COMMUNITY TRAILS





including development review and voluntary easement dedications.

Policy 2.a The City shall establish an agreement with public and private utilities for the use and maintenance of utility corridors and rights-of-way for trail purposes.

Policy 2.b All new development shall be approved in accordance with the Master Plan of Trails.

Policy 2.c The following trail widths should be acquired based upon the trail status:

Maximum right-of-way (in feet)

Regional Trails	20
Community Trails	15
Local Feeder Trails	10

Policy 2.d In instances where topography, right-of-way configuration, grading, or existing vegetation make it infeasible to construct full-width trails as listed above, the Director of Planning Services may grant relief and reduce said requirements.

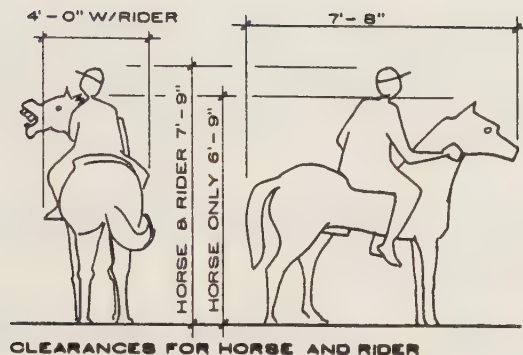
Policy 2.e Any new development should consider the dedication of prior existing pedestrian and equestrian trail access and traditional travel routes through the property.

Policy 2.f Nonresidential development should also consider use of amenities for equestrian and pedestrian activities such as hitching posts, benches, rest areas, and drinking fountains.

Trail Development and Construction

Objective 3

Trail construction should take into consideration the safety and convenience of the trail users as the primary concern.



Policy 3.a Trails shall be maintained on natural surfaces.

Policy 3.b Whenever possible along community trails, street trees and landscaping should be included into the trail design.

Policy 3.c The pallet of trees should conform to street tree standards and be nonpoisonous to livestock, require only minimal maintenance, and be drought tolerant.

Policy 3.d The City shall consider a program for the maintenance, and where necessary, construction and rehabilitation of community trails.

Policy 3.e Whenever possible and feasible, the City shall require that all residential lots in the equestrian rural area have Local Feeder Trails.

Policy 3.f The number of switchbacks should be limited and designed to minimize the amount of excavation and cutback. If necessary, they should utilize topographic features as a turning point or be vegetatively screened.

Policy 3.g Hiking and riding trails should avoid areas of heavy congestion and hazardous topographic conditions.

Policy 3.h Trail entrances shall be designed to provide for equestrian and hiking use and discourage motor vehicle access.

Policy 3.i For the protection of the trail user and the rights of the private land owner, fencing shall be required when a trail bisects or borders private property or concrete drainage channels; in the instance of local feeder trails, standard residential fencing may be substituted.

Policy 3.j Where fencing is desirable or

mandatory, the minimum distance between fences shall be fifteen (15) feet.

Policy 3.k Fencing styles and materials shall be consistent. Cement fencing is preferred because of its durability and ease of maintenance. Peeler pole, rail and plastic-coated rail fencing are acceptable.

Policy 3.l Where community trails cross existing or proposed drainage channels; the continuity of the trail shall be maintained by built-up areas or rampways for fording or by bridges for major crossings.



Policy 3.m Signing is required for trail identification. Signs at staging areas and at the intersection of two or more trails shall identify the name and number of each trail, trail destination, and mileage to the destination. To ensure that trail users do not stray from the designated path, signs denoting the trail number shall be placed periodically along the trail.

Policy 3.n Insofar as possible, signs should be standard along the entire length of the trail and should be constructed of materials, such as redwood, which minimize maintenance and which blend into the surrounding natural environment.

Policy 3.o Street crossings shall be at grade with appropriate street striping and signing. In cases of heavy equestrian usage, texturized paving is desirable.

Policy 3.p The construction of the trails will take place in several phases. Each phase will include an increasingly larger trail loop. The first phase, the Twin Peaks loop, will originate at the Poway Valley Riders Association arena and travel north along Twin Peaks Road into the Rancho Arbolitos



Development. The trail will return from Pomerado Road along Twin Peaks Road. Phase II will provide a loop that will travel the length of the City's eastern boundary from Espola Road to Twin Peaks Road to Poway Road and back along Espola Road to Lake Poway and the City boundary. Phase III calls for the construction of trails that traverse the easternmost part of the City.

Policy 3.g The City shall pursue funding sources to offset the cost of acquisition, development, operation, and maintenance of trails. Sources of such funds could come from a Head-tax on pleasure horses, parkland dedication fees, land and water conservation funds, grants, and the City General Fund. Volunteer labor parties will be encouraged and can assist in providing trail maintenance and improvements.

#### BIKEWAYS



The bicycle has been rediscovered as an efficient and enjoyable means of transportation and recreation for people of all ages. The City of Poway has several opportunities to establish bikeways on City streets and in scenic off-road areas. The purpose of the Bikeways Element and Master Plan is to create a unified and functional system of bikeways that addresses the transportation needs of bicyclists in the community and provides a linkage with existing and planned bikeways in adjacent communities.

#### Definitions

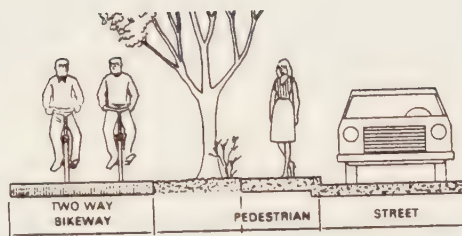
The term "bikeways" is used to describe all facilities that are provided for bicycle travel. The three main classes of bikeways are:

- o Bike Path: A right-of-way

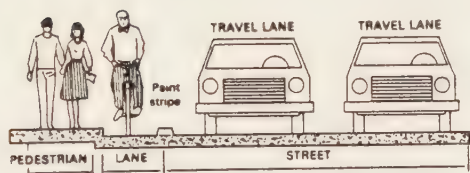
separated from the main street system designed to accommodate one-way or two-way bicycle traffic.

- o Bike Lane: An on-street facility designated by a solid white line striped along the right-hand side of the road, designed for one-way travel in the direction of motor vehicle traffic flow.

- o Bike Route: Identified on the road by signing only and no special pavement markings.



Bike paths can be used to provide recreational opportunities in scenic areas or to establish bicycle commuter routes where these needs cannot be adequately met by the existing street system. Bike paths are particularly useful in eliminating barriers to bicycle travel such as major road systems not suitable for bicycle traffic.



Bike lanes are designed to enhance the safety and convenience of cyclists using the main street system by defining a space on the road specifically for bicycle use. They generally form the backbone of the bikeways system and should be located on Circulation Element roads.

Bike route signs are used to alert motorists to the presence of bicycles on the street, to indicate alternative routes for bicycling to the major roads, and/or to close a gap in the bikeways system where bicycle paths or lanes are not feasible. Bike routes should be placed only on the more lightly traveled Circulation Element collector streets.

#### Existing Facilities

Prior to Poway's December 1980 incorporation, bicycle lanes were established by the County of San Diego on

Twin Peaks Road and on portions of Poway Road, Espola Road, and Pomerado Road.

The City of Poway has established bicycle lanes on Espola Road from Valle Verde west to the City limits and on the east side of Pomerado Road from Glen Oak Road north to the City limits. Community Road between Civic Center Drive and Norwalk Road has also been added as a bike route.

The City of San Diego proposes to complete two bikeways projects that will link with Poway. These include bicycle lanes on Pomerado Road from Escala Drive south to the Poway City limits and bike lanes on Espola Road (Rancho Bernardo Road) from the San Diego City limits east to the Poway City limits at Summerfield Lane.

#### Goal

A bikeways system should be designed to provide for the safe and efficient use of the bicycle as an alternative mode of transportation for local, subregional, and regional travel and as a form of recreation.

### Bikeway System

#### Objective 1

The use of bicycles for transportation and recreation should be encouraged.

Policy 1.a Bicycling as an alternative form of transportation should be encouraged to reduce fuel consumption, traffic congestion, and air pollution.

Policy 1.b Bikeways should link residential neighborhood areas with parks and scenic areas.

Policy 1.c The City should maintain appropriate legislation to register bicycles for identification purposes.

Policy 1.d The City should encourage the



use of bike racks on public transit vehicles to facilitate bicycle travel.

## Regional Network

### Objective 2

The development of a regional and subregional network of bikeways should be encouraged.

Policy 2.a The City should link local bikeways with existing or planned regional bikeways.

Policy 2.b The City should link local bikeways with bikeways existing or planned in the City of San Diego.

Policy 2.c The City should support SANDAG's efforts to enhance the regional bikeway system.

## Citywide Unified Bikeways

### Objective 3

A citywide unified bikeway system should be developed which links all areas of the City.

Policy 3.a The bikeway system should be integrated to every extent feasible with the City circulation system.

Policy 3.b The bikeway system should be designed to encourage the intra-city bicycle travel to parks, employment sites, civic and commercial areas, and schools.

## Bicycle Safety

### Objective 4

The bikeway system should provide for the maximum safety for the bicycle rider.

Policy 4.a Bikeways shall be regularly maintained as part of the City's street maintenance system.

Policy 4.b Where feasible, hazards to bicyclists such as drainage grates, manholes, potholes, or uneven road surfaces should be mitigated.

Policy 4.c The bikeway system should avoid conflicts with the pedestrian/equestrian trail system.

Policy 4.d The City shall support bicycle safety programs through the recreation program and the school system.

Policy 4.e The City shall actively enforce laws relating to the safe operation of bicycles on City streets.

#### The Bikeways Master Plan

The Bikeways Master Plan designates the specific location of bike paths, lanes, and routes on selected City streets and off-road areas. To assist in the determination of the most appropriate class of bikeway for each street, the following factors were carefully studied for all primary, major, secondary, and collector Circulation Element streets:

- street classification
- pavement width
- number of traffic lanes
- average daily traffic volumes
- posted speed limits
- on-street parking

In general, bicycle lanes are recommended on the major, secondary, and collector roads. Bike routes are located on collector and local streets where they offer an alternative to bicycle riding on the primary and major arterials or lead to local traffic generators. A recreational bike path is recommended at Poway Community Park.

Below is a description of the bicycle facilities illustrated in the Bikeways Master Plan.

- o Avenida Florencia/Del Norte/Stone Canyon Road  
(Espola Road - Pomerado Road)

# BIKEWAYS MASTER PLAN



## LEGEND

- BIKE LANE
- BIKE ROUTE
- BIKE PATH

FIGURE 6





These three residential collector streets form an alternative route for bicycle travel which avoids the busy intersection of Pomerado Road and Espola Road. A bike route is recommended.

- o Bowron Road  
(Poway Road - End)

This collector street leads to an elementary school, the Civic Center, the Community Center, and the Poway Community Park. A bike route is recommended.

- o Carriage Road  
(Oak Knoll Road - Poway Road)

Carriage Road in combination with Oak Knoll Road offers an alternative to bicycling on Poway Road. A bike route is recommended.

- o Civic Center Drive  
(Community Road - Bowron Road)

This collector street leads directly to the Poway Civic Center and the Poway Community Park. When the City widens this road, bicycle lanes are recommended.

- o Community Road  
(Twin Peaks Road - Metate Lane)

Community Road has minimal on-street parking and parallels Midland Road to the west. It is preferred for bicycle travel over Midland Road which currently has insufficient width to accommodate bike lanes. Community Road intersects to the north with Twin Peaks Road and serves as an important citywide bikeway link. Bicycle lanes are recommended on Community Road from Civic Center Drive north to Twin Peaks Road. A bike route is recommended from Civic Center Drive south to Metate Lane.

o Espola Road  
(Poway Road - City Limits)

Espola Road is a major two lane street. In 1979, the County of San Diego established bicycle lanes on the road from Twin Peaks Road to Valle Verde. With the incorporation of Poway in 1980, a gap was created in the bike lane facility between Valle Verde and the City boundary at Summerfield Lane. Recently the City of Poway has established bike lanes through this area.

The portion of Espola Road from Summerfield Lane west to Pomerado Road is within the jurisdiction of the City of San Diego. San Diego plans to complete a bike lane project on this section of the road which will adjoin the bike lanes in Poway.

The segment of Espola Road between Poway Road and Twin Peaks Road is steep and currently has insufficient width for bike lanes.

o Garden Road  
(Poway Road - Sycamore Canyon Road)

Although designated as a secondary road in the Circulation Element, the road now essentially serves as a collector street. Several traffic generators such as an elementary school, a park, and multi-family residences are located on the street. A bike route is recommended until such time the road is widened to secondary street standards permitting the establishment of bike lanes.

o Highway 67  
(Within City Boundaries)

This road is under the jurisdiction of CALTRANS. At present there are no plans for bicycle facilities along the highway.



o Lake Poway Road  
(Espola Road - End)

This is a collector street leading to the Lake Poway Recreation Area and is used by recreational bicyclists. Bike lanes are recommended from Espola Road east to the park entrance.

o Metate Lane  
(Pomerado Road - Community Road)

In conjunction with Community Road, this light collector street offers an alternative to bicycling on Poway Road. It serves bicycle riders in the mobilehome park and provides additional access to the Poway Civic Center. A bike route is recommended.

o Midland Road  
(Poway Road - Twin Peaks Road)

This secondary level street has mixed residential and commercial uses including the City post office, an elementary school, and the historic area of "Old Poway" area. Both on-street parking and inadequate pavement width prevent the installation of bicycle lanes currently. Community Road, which closely parallels Midland Road, has sufficient width for bike lanes and presents a suitable alternative for establishing bikeways. Midland Road, between Twin Peaks and Poway Roads, is designated as a bike lane street to serve the Midland Elementary School.

o Oak Knoll Road  
(Poway Road - Carriage Road)

This collector street in conjunction with Carriage Road offers an alternative to bicycling on Poway Road. A bike route is recommended.

o Old Coach Road  
(Espola Road - Highland Valley Road)

This proposed street is classified as a collector road in the Circulation Element. A bike route is recommended to serve recreational riders. Ultimate improvement of this road should include an improved bike route.

o Pomerado Road  
(South City Limits - North City Limits)

This major road is an important link between Poway, Rancho Bernardo, Scripps Ranch, and Miramar and is used heavily by bicyclists. Several traffic generators are located on the street including three schools, a hospital, and several shopping areas. Both bicycle and motorized traffic are predicted to increase on the road with the completion of Twin Peaks Road and other proposed street and housing projects. Bicycle lanes are recommended on Pomerado Road from Poway Road north to the City Limits. From this point the City of San Diego proposes to continue the bike lane facility.

The portion of Pomerado Road south of Poway Road to the City Limits is recommended for a bike route facility until such time the road is widened to accommodate bicycle lanes.

o Poway Road  
(West City Limits - Highway 67)

Poway Road is by far the street most heavily traveled by bicyclists and motorists in the City. In 1979, the County of San Diego established bicycle lanes on Poway Road between the western City Limits and Garden Road.

The portion of Poway Road from Garden Road to Espola Road narrows from four to three traffic lanes and is moderately steep. Bicycle lanes are recommended for this segment when the road is widened.

The scenic stretch of Poway Road from

Espola Road to Highway 67 is a long and gradual climb attractive to hardy recreation riders. If widening should occur on this road in the future, bike lanes are recommended.

Bicycle lanes have not been officially posted on Poway Road beyond the western City Limits to Interstate 15 although adequate width is available for cycling. Near the junction of Poway Road and Interstate 15 a bicycle path constructed by the California Department of Transportation (CALTRANS) proceeds south along the freeway.

The proposed Sabre Springs development, situated to the southwest of Poway in the City of San Diego, will have an impact on traffic flow along Poway Road. The Sabre Springs Community Plan takes into account both bicycle and pedestrian circulation on Poway Road and designates bicycle lanes and sidewalks along the highway.

o South Poway Arterial  
(West City Limits - East City Limits)

The South Poway Arterial is planned as a secondary arterial roadway on the proposed Circulation Element. Bike path, lane, and route facilities should be considered when plans for the ultimate development of the South Poway Area are prepared.

o Twin Peaks Road  
(Western City Limits - Espola Road)

Twin Peaks Road extends from Espola Road eastward to the western City limits there becoming Camino Del Norte in the City of San Diego. The road accommodates through traffic to I-15 for the mid-city area. The bike lane in Twin Peaks Road allows greater movement throughout the City both north to south and east to west.



## Off-Street Bikeways

Several off-road areas were examined for their potential to accommodate bikeways. In particular, Poway Creek and Rattlesnake Creek were studied to see if bicycle paths, in conjunction with equestrian trails, could be placed alongside the creeks. With the exception of the area adjacent to the Civic Center and Poway Community Park site, it was found that development along both Poway and Rattlesnake Creeks prohibits the establishment of a continuous and functional bike path system. If substantial redevelopment occurs within either creek area, the planning of bike routes should be highly considered.

The Poway Community Park site presents an ideal location for a recreational bicycle path. A bikeway would create greater accessibility to the park site and encourage recreational bicycling to and from the area. It would serve all park users including visitors to the Community Center and children from the adjacent Valley Elementary School. The bicycle path is proposed to form a mile long loop around the park boundaries. If feasible, the path could be extended to link the the park with the Poway City Hall and with neighborhoods located to the west of the park across Poway Creek.

## Implementation

Bikeways shall be implemented in the City of Poway in accordance with the Bikeways Master Plan, City design standards, and the general criteria listed below:

- o Bikeways shall be instituted whenever possible in conjunction with proposed street construction or redevelopment in order to maximize roadway construction and labor costs.

- o Bikeways shall be incorporated wherever appropriate into areas of new development as this is the most cost-efficient opportunity to provide for such facilities.
- o The City shall pursue various local, state, and federal sources of funds for the implementation of bikeways. The City shall also agree to maintain its bicycle facilities once established. Whenever possible and economically feasible, the City shall cooperate with surrounding jurisdictions in planning and implementing subregional and regional bikeways.
- o Lastly, the Bikeways Master Plan shall be periodically updated to reflect new developments and/or alterations of the City of Poway General Plan Circulation Element which would require corresponding changes or additions to the bikeways system.

#### Design Standards

All proposed bikeways for the City of Poway shall be designed and constructed in conformance with requirements highlighted in the CALTRANS Manual, "Planning and Design Criteria for Bikeways in California." Adherence to these standards is recommended for two reasons: 1) for the City to be eligible for state funding of bikeways projects; and 2) in order to construct a safe and uniform bikeways system that complies with accepted state standards.

#### Maintenance

It is the obligation of the City to adequately maintain bicycle facilities. The operability of bicycle paths, lanes, and routes is dependent upon regular street maintenance as bicyclists will

avoid bikeways littered with glass, dirt, and other roadside debris.

Bicycle lanes and routes can be well maintained as part of the regular City street maintenance program. Pavement markings, including bike lane striping and stenciling, are repainted on an annual basis. All City streets are swept once a month except for major roads, which are swept twice monthly.

Bicycle paths are more difficult to maintain due to their placement apart from the maintained street system. Special maintenance equipment may be required for cleaning if the width of the path cannot accommodate standard street sweepers.

#### Bike Parking

A need exists for secure bicycle parking at key traffic generators throughout the City. Provision of bicycle parking not only prevents theft but helps to promote bicycle use. Properly situated bicycle racks and lockers effectively discourage parking in undesirable areas by offering a more convenient and safe place to lock a bicycle. Parking should be located near building entranceways where it will receive the highest use and most conveniently serve the public.

The two most common types of bicycle parking facilities are bicycle racks and bicycle lockers. Bike racks provide temporary and secure bike parking. Bike lockers offer greater security against theft or damage by enclosing a bicycle within a locked box. The lockers are most useful to cyclists who must leave their bicycles unattended overnight or during the workday.

Occasionally state funding is made available to cities for the purchase of bicycle racks and lockers. The City should actively pursue funds to establish



bike parking at public locations such as the Poway City Hall, Planning and Building Services, the Community Center, Lake Poway, and the Poway Community Park. In addition, the City should encourage the provision of bicycle parking at local businesses, schools, and shopping centers. It should be noted that Senate Bill 321 allows tax credits for employers who provide bicycle parking, showers, and locker rooms for their employees.

#### Bicycle Registration

The City has adopted a bicycle registration ordinance. Bicycle licensing acts as a deterrent to theft, speeds the return of stolen bikes (recovered in Poway or anywhere in the state), and can aid in identifying an injured cyclist.

Bicycle registration is administered by the Poway Fire Department. Mass registrations will also be conducted at the schools by the Sheriff's Traffic Section in conjunction with bicycle safety programs.

Bicycle safety information and bikeway maps should be available to the public during registration. Revenue from the bike licenses that exceeds the cost of materials may be used to finance educational programs, or go towards paying to hire a traffic safety officer or towards structuring and maintaining bicycle facilities.

#### Bicycle Safety

The Poway Sheriff's Station has initiated bicycle safety programs in the local schools in cooperation with the Automobile Club of Southern California. Children from kindergarten through grade three are given in-class instruction in the form of a lecture on safety and educational films (this age group is not

permitted to ride their bicycles to school in the Poway Unified School District.

Children in grades four and up are given both in-class and on-street safety instruction during supervised "bicycle rodeos." The bike rodeos are used to test each child's bicycling skills and teach proper bike maintenance. They also present an excellent opportunity for the Sheriff's Department to license bicycles.

The City should continue to support the bicycle safety programs in the schools. In addition, it should encourage the strict enforcement by law enforcement officials to the safe operation of bicycles on City streets. The most dangerous violations committed by bicyclists are riding against traffic, failing to stop at stop signs and signals, turning without looking for automobiles, and riding at night without a light. The most common infringements by motorists are executing turns without checking for bicyclists and parking in restricted bike lane areas.

It should be recognized that for any bicycle facilities plan to be successful, effective bicycle safety and enforcement programs must be established to teach and reinforce safe bicycling and driving habits.

#### Sources of Funding

There are a number of state and federal grants available to cities for the implementation of bicycle facilities. Grants may be obtained for bikeway design and construction, organization of bicycle safety and enforcement programs, and promotion of bicycling activities. Some grants require matching funds while others will satisfy a percentage or all of the project costs.

Application for Transit Development Act (TDA) funds is made through the San Diego Association of Governments' (SANDAG) Bicycle Facilities Committee (BFC). The BFC coordinates bicycle planning for the region and reviews all TDA claims for consistency with regional bikeway plans, CALTRANS design standards, and other preestablished criteria.

Also each year, the California Department of Transportation (CALTRANS) receives Federal Aid Urban (FAU) and Bike Lane Account (BLA) monies for implementing nonmotorized transportation projects. After consulting with local cities and the county, CALTRANS develops a priority listing of bikeways projects to be constructed in the region.

The Federal Highways Program, the Department of Housing and Urban Development, and the Department of Energy provide funds directly to cities for design and construction of commuter-oriented bikeways. Funds for recreational bikeways projects may be acquired through the Department of Interior's Land and Water Conservation Program or the Department of Agriculture's Resource Conservation and Development Program. Traffic Safety Grants are available from the National Highway Traffic Safety Administration and the Department of Health, Education, and Welfare. These monies may be used to initiate bicycle safety programs or to hire a bicycle traffic safety officer.

## HOUSING

Housing is one of the most basic human needs. Traditionally, it was taken for granted that every individual or family had the opportunity to own or rent suitable, decent housing. The "American Dream" of a family owning a single family home has always been a part of our lives. However, this attitude has been



radically changed in the last decade. As a result of escalating housing prices and rents, most Californians today find themselves in a housing dilemma where they are either paying too much of their monthly income for housing or they just cannot afford suitable housing at all.

For several years, the State Legislature has placed the statewide housing crisis as one of the most important issues facing the people of California. This has resulted in several new laws regarding housing, particularly laws that guide local governments in identifying their housing needs and implementing programs to meet those needs. In 1980, legislation was passed which established new requirements for local Housing Elements. The basic intent of the legislation was the need for cooperation, particularly between local and regional planning agencies, to identify the extent of housing needs and solve the housing crisis.

Poway is one of 17 local jurisdictions (16 cities and the unincorporated County) located within the San Diego Regional Housing Market. The boundaries of the regional housing market area include the entire area within the County of San Diego. The San Diego regional housing market ranks among one of the most expensive in the nation with the average home sale price well in excess of \$100,000. The high price of housing in the regional market area can be attributed to a variety of factors including the attractive setting and climate, a 35 percent increase in households between 1970 and 1980, and the fact that housing supply has not kept up with housing demand.

For Poway, the importance of the regional housing market area is based in the method of identifying local housing needs. State law (Government Code Section 65580 et. seq.) requires that

housing needs first be identified at the regional level and then allocated to the local jurisdictions within the region. The San Diego Association of Governments (SANDAG), a council of government and regional planning agency, has been given the responsibility by state law to identify and allocate the regional housing need. Poway, as a member agency in SANDAG, assists in the identification and allocation process through technical assistance and membership on the SANDAG Board of Directors. The vehicles used by SANDAG to identify and allocate the regional housing needs are the "Areawide Housing Opportunity Plan" (AHOP) and the "Regional Housing Needs Statement."

#### Housing Needs Assessment

Every individual or family needs suitable housing. However, needs differ from one resident to another. These differences are a function of the demographic composition of the City, more specifically income, household size, and age. Each of these areas must be considered when identifying Poway's housing needs.

In 1982, a study titled the City of Poway Housing Needs Assessment Report was prepared for the City by two planning consulting firms, Phelps Company and Van Dell and Associates. This demographic report identifies Poway's housing needs. This study is included in the General Plan as an Appendix document and is summarized in the following sections.

#### Population and Household Characteristics

The 1982 population of Poway is estimated at 33,512. Poway's residents are predominantly white (90 percent), young or middle aged (the median age is 30) and most (85 percent) are members of family households as opposed to unrelated individuals. Many of these families are large families (17.5 percent) having five

or more members. Nevertheless, only 2.8 percent of the households citywide were considered overcrowded by the 1980 census because the housing stock of largely three, four, or more bedroom units is suited to a family-oriented community in which 38 percent of the population is under the age of 19.

For a large portion of its residents, Poway functions as a suburb of San Diego employment centers. Fifty-five percent of the Poway labor force worked in the City of San Diego in 1980. In contrast, 20 percent of the population reported working in Poway. A large portion (43 percent) of Poway's labor force is in executive, professional, or skilled worker occupations. This is reflected in the City's high median income (\$24,076), the highest of any city in San Diego County. Only 20 percent of Poway's households are classified as low income (earning less than 80 percent of the regional median income, or \$13,686). The 1980 census found only 5.2 percent of the households to be below the federally defined poverty level. The majority of these households are families with children. Moreover, almost twenty-two percent (21.8 percent) of the female-headed households are below the poverty level.

#### Population Trends

Population information for the City prior to 1970 is not available in any definitive form, but it is generally accepted that the population was approximately 6,000 in 1960. By 1970 the population had more than doubled to 13,971. The population doubled again in five years (1975 population of 26,672) and the 1980 population of 33,436 was 2.5 times the 1970 figure. This growth rate has slowed significantly since incorporation principally due to high interest rates and the general national economic slowdown.

TABLE 7

1980 HOUSEHOLDS AND FAMILIES

	HOUSEHOLDS	FAMILIES	SINGLE PARENT FAMILIES
CITY TOTAL	10380	8861 (85.4%)	1135 (12.7%)
NORTH POWAY	3126	2909 (93%)	209 (7.2%)
170.05	1067	969	57
170.06	692	656	40
170.07	1367	1284	112
CENTRAL POWAY	4070	3371 (82.8%)	551 (16.3%)
170.08	2352	2069	302
170.09	1059	804	158
170.13	659	498	91
SOUTH POWAY	3184	2581 (81.1%)	375 (14.5%)
170.10	1238	1136	137
170.11	1827	1360	225
170.12	119	85	13

Source: 1980 Census



TABLE 8

POWAY HOUSEHOLD INCOMES  
1970 and 1980

	<u>1970</u>	<u>1980</u>
Very Low Income	286 (8.2%)	1349 (13%)
Low Income	235 (6.7%)	830 (8%)
Moderate Income	518 (14.8%)	1868 (18%)
Upper Income	2458 (70.3%)	6332 (61%)
Regional Median Income	\$ 7,627	\$17,107
Poway Median Income	\$11,797	\$24,076

Sources: 1970 U.S. Census  
1980 U.S. Census

NOTE: Very Low Income = Households earning less than 50 percent of the regional median income (i.e., \$3,813 in 1970 and \$8,554 in 1980).

Low Income = Households earning between 50 percent and 80 percent of the regional median income (i.e., \$6,102 in 1970 and \$13,686 in 1980).

Moderate Income = Households earning between 80 percent and 120 percent of the regional median income (i.e., \$9,152 in 1970 and \$20,528 in 1980).

Upper Income = Households earning more than 120 percent of the regional median income (i.e., \$9,152 in 1970 and \$20,528 in 1980).

POWAY GROWTH RATES  
1970 - 1980

Population

<u>Sub-area</u>	<u>1970</u>	<u>1975</u>	<u>1980</u>
North Poway	2,447	7,221	10,701
Central Poway	6,505	10,876	13,018
South Poway	5,019	8,575	9,717
Total	13,971	26,672	33,436

Poway today is predominated by large open space areas and undeveloped parcels of land that comprise 75 percent of the City area. The predominant land use in the developed portion of the City is single family residential; most of these houses are on lots of less than one acre in area. However, there are still large parcels of vacant or agricultural land between existing subdivisions and this gives the impression of a less densely developed community. In addition, there are many orchards (which make up the bulk of the City's agricultural industry) scattered throughout the larger lot subdivisions, contributing further to the impression of a rural community.

Subdivision maps that have been either approved or submitted include an additional 825 dwelling units by 1985, 1,476 by 1990, and 771 by 1995 if the present rate of development continues as it has in the past. This would mean an additional 3,072 dwelling units to the 1982 figure of 10,789, or a total figure of 13,861 dwelling units altogether in 1995. There are additional areas of the City which are not yet planned for development, but are zoned to permit residential use and can be expected to add an additional 1,588 dwelling units by the year 2000. The ultimate number of dwelling units, or "buildout," would be 15,908. The timing of when buildout would occur is undetermined.

TABLE 9  
CITY OF POWAY  
GROWTH PROJECTIONS

DWELLING UNITS	<u>1980</u>	<u>1982</u>	<u>1985</u>	<u>1990</u>	<u>1995</u>	<u>2000</u> <sup>1</sup>	<u>BUILDOUT</u> <sup>2</sup>
	10,765	10,789	11,614	13,090	13,861	15,449	15,908

1 Based upon 50 percent vacant land remaining within City limits being developed.

2 Based upon balance of vacant land from year 2000.

NOTE: The 1982 dwelling unit figure is an actual count of units in August 1982. Subsequent dwelling unit figures are based upon projections of growth. Population figures have not been included as they are dependent upon household sizes and vacancies rate. Significant discrepancies exist between local, regional, and state household size projections. In addition, dwelling unit figures are the principal determinants of impact upon public facilities instead of population figures.



## Housing Characteristics

Eighty percent of the dwelling units in Poway are single family homes, 14 percent are multi-family units, and 6 percent are mobilehomes. The mobilehomes are concentrated in four parks: Poway Royale Estates Mobile Home Park, Poinsettia Mobilehome Park, Pomerado Oaks, and Hailey's Trailer Ranch. 1,109 City dwelling units are located in 27 apartment buildings. Only 13 percent of the single family units are renter occupied, but 85 percent of the multi-family units are renter occupied. In all, only 23 percent of the City's total number of units are renter occupied. This is low for the region.

TABLE 10

HOUSING UNIT TYPE  
1970-1980

AREA	1970 %			1975 %			1980 %		
	SF	MF	MH	SF	MF	MH	SF	MF	MH
POWAY (CITY)	87	5	8	84	8	8	80	14	6
NORTH	99	1	0	94	6	0	97	3	0
CENTRAL	96	4	0	86	7	7	78	17	5
SOUTH	76	7	17	74	11	15	67	20	13

The condition of housing in the City is good. Only 1.9 percent is in need of repair or replacement. This housing is not concentrated in any one neighborhood, but can be found scattered throughout the City. The good condition of the housing stock is not surprising given the fact that 66 percent of the units were built since 1970.

## Housing Affordability

The 1970's witnessed a rapid increase in housing costs in Southern California as well as throughout the country. Average home prices in Southern California have increased more than 300 percent since 1970. This trend is believed to be a result of increased cost of materials, land, labor, the difficulty and expense of financing, investment in the market by foreign buyers, and growth management and environmental controls. These factors have also reduced the availability of sites and spurred a speculative climate that has attracted investors to buy property as a hedge against inflation.

In the meantime, income levels have only grown 70 percent. The implications of

TABLE 11  
TENURE BY UNITS IN STRUCTURE  
1980

<u>AREA</u>	Single Family		2-4 Units		5+ Units		Mobilehome	
	<u>OWN</u>	<u>RENT</u>	<u>OWN</u>	<u>RENT</u>	<u>OWN</u>	<u>RENT</u>	<u>OWN</u>	<u>RENT</u>
CITY	87%	13%	28%	72%	13%	87%	96%	4%
NORTH	91%	9%	40%	60%	89%	11%	NONE	
170.05	92%	8%	40%	60%	100%	0%	NONE	
170.06	94%	6%	NONE		60%	40%	NONE	
170.07	89%	11%	NONE		64%	36%	NONE	
CENTRAL	85%	15%	26%	74%	5%	95%	96%	4%
170.08	84%	16%	24%	76%	7%	93%	NONE	
170.09	87%	13%	0%	100%	5%	95%	96%	4%
170.13	85%	15%	65%	35%	5%	95%	NONE	
SOUTH	84%	16%	27%	73%	10%	90%	97%	3%
170.10	85%	15%	100%	0%	100%	0%	NONE	
170.11	83%	17%	0%	100%	6%	94%	96%	4%
170.12	88%	12%	NONE		0%	100%	100%	0%

Source: 1980 U.S. Census

TABLE 12  
HOUSING COSTS  
1970-1980

AREA	MEDIAN VALUE		MEDIAN RENT	
	1970	1980	1970	1980
CITY TOTAL	\$22,700	\$110,000	\$145	\$350
NORTH POWAY	42,700	150,000	150	400
170.05	42,700	150,000	150	500
170.06	42,700	150,000	150	400
170.07	42,700	100,000	150	400
CENTRAL POWAY	22,500	80,000	145	300
170.08	22,700	80,000	143	300
170.09	22,700	80,000	143	250
170.13	26,100	80,000	157	300
SOUTH POWAY	21,800	80,000	146	300
170.10	21,800	80,000	146	400
170.11	21,800	80,000	146	250
170.12	21,800	100,000	146	200

Sources: 1970 U.S. Census  
1980 U.S. Census

this tremendous disparity in growth rates is reflected in an increasing number of persons unable to find affordable housing. Where the rule-of-thumb may have been for housing costs to represent roughly 25 percent of one's income, it is now common for renters and homebuyers to devote as much as 40 percent of their income for housing.

Housing costs in Poway have increased commensurate with those of surrounding urbanized areas and are higher than those of more rural areas to the north and east. In 1980, the median value of an owner-occupied home in Poway was \$112,865 and the median rent being paid by all renters was \$351. A survey conducted in the summer of 1982 of single family sales illustrated that the median price has risen to \$118,000. However, housing units were available in a wide range of prices (\$69,000 to \$440,000+) and every area of the City had a fair mix of prices. The high cost of owner-occupied housing has had a tremendous effect on the cost of rent and the availability of rental housing.

Rents in Poway are slightly below those of adjacent areas of the City of San Diego. However, a September 1982 survey of apartment managers in the City revealed a vacancy rate of less than one percent. Several managers stated that they had waiting lists of prospective tenants, which indicates that apartments are in short supply in the City.

#### Residential Land Inventory

One important part of a housing needs assessment is an inventory of land available for residential development. While the majority of Poway is mountainous areas not suitable for residential development, there is land within the City's improved area that can be developed with various types of



TABLE 13  
RESIDENTIAL LAND INVENTORY

<u>HOUSING TYPE</u>	<u>ACRES</u>	<u>DENSITY/ACRE</u>	<u>DWELLING UNITS</u>
Rural	1890	0.5 <sup>b</sup>	1013 <sup>a</sup>
Single Family	475	6 <sup>b</sup>	712 <sup>a</sup>
Multiple Family 12	53	12 <sup>c</sup>	636
Multiple Family 20	21	20 <sup>c</sup>	420
Total	2439	-	2781

a Based upon actual submittals or approvals.

b Average figure based upon submittals.

c Top of density range.

housing (i.e., rural residential, single family residential, and multiple family residential) to meet future housing needs. Table 13 quantifies the amount of acreage available, the planned density, and the number of dwelling units feasible. These acreages and densities are based upon the City's Land Use Plan.

#### Analysis of Governmental Constraints

The Housing Element is mandated by state law [Government Code Section 65583. (a) (4)] to discuss potential or actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels. The analysis should include a review of the City's land use controls, codes, permits, and fees. Governmental constraints can best be discussed in three basic areas: general plan constraints, development review related constraints, and fees for development.

The General Plan of Poway supports the community's desire to retain the rural character of the City. The basic land use philosophy of the City is that the majority of future development in the City should be rural residential development. Rural residential development in Poway is well above the costs associated with affordable housing. Therefore, the underlying philosophy of the General Plan does to a certain extent constrain the development of affordable housing.

Other General Plan constraints on the provision of housing are primarily related to public facilities. Poway is a rural community which incorporated in 1980. Most of the public facilities in the City were developed to serve a rural community and the dramatic growth of the late 1970's pushed most of the facilities to near capacity. Several of Poway's major roads operate beyond design capacity and the sewage treatment and

collection system operates at near capacity. The General Plan states that no land uses should be approved that further impact the circulation system or will place public facilities over capacity. Until the City can expand its public facility system, constraints to housing will be made by General Plan policies.

Poway's development review process also places a nominal constraint on the provision of housing. Poway maintains full architectural, site planning, and landscaping review of all housing projects. Requirements placed upon housing developments to bring them into conformance with the General Plan and Zoning Development Code can increase the overall costs of development depending upon the conditions of approval. However, this is to a certain extent offset by the processing times for development review which are substantially shorter in length than most local jurisdictions.

The third factor is the fees placed upon development review applications. Fees paid to the City include planning fees (rezoning, tentative map submittal); building fees (plan check and permits); parkland dedication fees (under Quimby Act provisions); engineering fees (final map checking, public service connections, road improvements); circulation fees, and drainage fees. Fees paid to the City, however, are consistent with the amount of fees paid to other local jurisdictions in San Diego County. School fees are also exacted directly by the Poway Unified School District. School fees paid by developers to the Poway Unified School District are substantially higher than fees paid in other San Diego County School Districts and are a constraint to providing affordable income housing in the City.

## Analysis of Nongovernmental Constraints

State law also requires a discussion of nongovernmental constraints such as the availability of financing, the price of land, and the cost of construction. The City has no control over fluctuations in these factors.

Financing has been the primary constraint to housing in recent years. During times when construction lending rates exceeded 18 percent, building virtually stopped in the City. Even though the City had approximately 1,500 approved subdivision lots in 1982, no building occurred other than custom homes on individual lots. High interest rates also make even affordable housing out of the reach of most potential buyers. Recent standard interest rates at 12 percent or 13 percent make monthly payments on a \$60,000 mortgage between \$750 and \$900. These payments would require a monthly income of \$3,000 to qualify under the 25 percent of salary rule-of-thumb.

The price of land in Poway is also a constraint to providing affordable housing. Poway is considered a highly desirable place to live because of its quiet, rural atmosphere. Also, most of the improved area of Poway is built-out and few parcels capable of subdivision still exist. These two conditions have dramatically escalated the price of land to the extent that in some cases a government subsidy or mark-down may be necessary to provide affordable housing in the City of Poway.

In regard to the impact of the cost of construction, recent surveys have shown that construction costs have decreased between 1970 to 1980, but have been offset by the increase in land costs and financing.



TABLE 14

## COST COMPONENTS

SINGLE FAMILY HOUSE  
1970-1980

## PERCENT CONTRIBUTION

<u>COMPONENT</u>	<u>1970</u>	<u>1976</u>	<u>1980</u>
Construction			
Labor	20.9	18.6	15.5
Materials	35.1%	30.4	27.0%
Improved land	21.0	25.0	27.8
Interim Financing	6.5	8.5	12.0
Overhead and Profit	12.0	12.6	12.7
Other	<u>4.5</u>	<u>4.9</u>	<u>5.0</u>
	100%	100%	100%

Source: Construction Industry Research Board

NOTE: Category "other" includes insurance, marketing, etc. Profit and overhead category is a residual estimate remaining after determination of the cost of other components.

## Households with Special Needs

The City of Poway Housing Needs Assessment Report contains detailed information on households with special needs. To summarize the report, 12.7 percent of the households in Poway are single-parent households. Seventy-seven percent of these households are headed by women and 21.8 percent of the female-headed households with children under 18 had incomes below the federal poverty level.

TABLE 15  
INCIDENCE OF LARGE FAMILIES AND OVERCROWDING  
1970-1980

	LARGE FAMILIES		OVERCROWDING	
	1970	1980	1970	1980
CITY TOTAL	32.0%	17.5%	8.9%	2.8%
NORTH	35.0%	20.2%	5.2%	1.4%
CENTRAL	31.6%	17.1%	9.5%	3.2%
SOUTH	31.6%	15.3%	9.9%	3.6%

Sources: 1970 U.S. Census  
1980 U.S. Census

Another special needs household is the large family household which has five or more members. Poway has a typically large number of families in this category, 17.5 percent. However, this is offset by the fact that housing in Poway is generally well suited for the large family with most of the homes having 3, 4, or 5 bedrooms.

Elderly families are also considered a special needs household. Elderly households generally prefer to live in smaller units in planned developments which require less time and money to maintain. The 1980 percentage of elderly households in the City, 5.5 percent, is much lower than the County figure of 17.5 percent. Despite the overall general aging of the population of Poway, the number of elderly households has not increased.

## Energy Conservation Opportunities

Poway's General Plan Energy Element includes several methods of conserving energy and, therefore, reducing overall home maintenance costs.

## Regional Housing Needs Share

The final area of discussion in regard to housing needs is a review of the City's mandated responsibility to share the

housing need of people at all income levels within the regional housing market area. A significant part of this responsibility is the provision of new housing or opportunities for existing housing rehabilitation to serve low income people (Low income is defined as someone earning less than 80 percent of the annual regional median income, or \$13,686 annually.)

The City's share of the regional housing needs is defined through a process initiated at the state level through the regional council of government (SANDAG) and then to the City. Based upon data provided by the State Department of Housing and Community Development relative to the statewide need for housing, SANDAG determines the existing and future needs of the San Diego regional housing market area. Poway's share is then determined by SANDAG based upon criteria such as 1) the market demand for housing, 2) employment opportunities, 3) the availability of suitable sites and public facilities, 4) commuting patterns, 5) type and tenure of housing need, or 6) housing needs for farm workers. In addition, the distribution must avoid further impaction of local jurisdictions with existing relatively high proportions of lower income households. Table 16 delineates the City's share of the regional housing need for the five-year period 1980 through 1985.

In addition to the regional housing need, further definition is given to the City's responsibility to share in the problem of providing adequate housing for the region's low income households through a review of the SANDAG Areawide Housing Opportunity Plan (AHOP) and what is termed the City's "fair share allocation." The City is mandated to recognize the existing and future low income housing needs allocated through the AHOP plan and develop programs to fulfill those needs.



The purpose of the SANDAG AHOP plan is to perform the following:

- o Make an areawide assessment of housing assistance needs of lower income households;
- o Develop a procedure for distributing housing assistance among all jurisdictions in the regional housing market area, and
- o Develop annual and three-year percentage goals for the distribution of housing assistance.

Housing assistance in terms of AHOP includes owned and rented new construction and rehabilitation. Lower income households are also divided into three groups: elderly, small families, and large families (five or more members). The SANDAG AHOP found an existing lower income need existing in Poway for approximately 1,200 households or 0.6 percent of the regional total. The growth in the fair share as part of an "expect-to-reside" a total lower income housing need of 2,245. This figure was interpolated into a three-year goal for the current period of 163 new households distributed as shown in Table 17.

Table 17 illustrates that the emphasis in assisting lower income households should be multi-directional including programs for renters, owners, and families, and the elderly.

#### Summary of Housing Needs

Poway is a predominantly middle income and upper middle income, family-oriented community. This is reflected in both the high median income and the fact that the overwhelming majority of the dwelling units in the City are large single family detached homes. However, there is also a significant segment of the community

TABLE 16  
REGIONAL HOUSING NEED SHARE  
1980-1985

HH GROWTH 1980-1985	INCOME DISTRIBUTION <sup>1</sup>			
	LOWER		MODERATE	ABOVE MODERATE
	VERY LOW	LOW		
849	204	144	195	306

1 Very Low Income = Households earning less than 50 percent of the regional median income (i.e., \$3813 in 1970 and \$8554 in 1980).

Low Income = Households earning between 50 percent and 80 percent of the regional median income (i.e., \$6102 in 1970 and \$13,686 in 1980).

Moderate Income = Households earning between 80 percent and 120 percent of the regional median income (i.e., \$9152 in 1970 and \$20,528 in 1980).

Above Moderate = Households earning more than 120 percent of the regional median income (i.e., \$9152 in 1970 and \$20,528 in 1980).

The figures shown above are based upon Poway's expected increase in dwelling units as a result of the City's Land Use Plan. These figures represent a reasonable estimate of future housing available for the time period 1980-1985.

TABLE 17

LOWER INCOME HOUSEHOLD ASSISTANCE  
BY HOUSEHOLD TYPE AND TENURE  
THREE YEAR GOAL

TENURE AND TYPE OF HOUSING ASSISTANCE	NUMBER OF LOWER INCOME HOUSEHOLDS TO BE ASSISTED			
	TOTAL	ELDERLY/HANDICAPPED	SMALL FAMILY	LARGE FAMILY
1. Homeowner Goals				
a. New Construction	0	0	0	0
b. Rehabilitation	35	19	11	5
c. Total Owner Units	35	19	11	5
d. Percentage	100.0	54.3	31.4	14.3
2. Renter Goals				
a. New Construction	87	13	64	10
b. Rehabilitation	7	1	5	1
c. Existing	34	5	25	4
d. Total Renter Units	128	19	94	15
e. Percentage	100.0	14.9	73.4	11.7
3. Total Goals				
a. Number Units	163	38	105	20
b. Percentage	100.0	23.3	64.4	12.3



whose income does not provide them opportunity to find suitable housing. The City must address their needs and also consider its regional share of anticipated growth based upon its ability to provide services and employment. Although future housing in Poway will continue to be predominantly single family homes, programs should be established to construct sufficient low and moderate affordable housing to meet the City's needs.

#### Goal

Suitable housing should be available to all economic segments of the community.

In order to move towards attaining the Housing Element Goal, the City has committed itself to specific and attainable programs. Each program includes the action to be taken, the anticipated impact, the agency or agencies responsible for implementing the program, the method of financing to be used, and a schedule for initiation and completion.

The housing implementation program is divided into objectives for 1) increasing the housing supply, 2) reducing the costs of new homes, and 3) preserving existing housing and neighborhoods.

#### Increasing the Supply of Housing

##### Objective 1

Development of an adequate supply of housing should be encouraged to meet the existing and future housing needs of a reasonable portion of persons in the region who wish to live in the City.

##### Program 1.a

Action: The City shall establish land use and zoning categories in its General Plan and Zoning Development Code that allow a diversity of housing types to be built.

Anticipated Impact: Appropriate designations for residential development will ensure a diversity of housing types and, therefore, opportunities.

Responsible Agency: Department of Planning Services.

Financing: Departmental Budget.

Schedule: On-going.

Program 1.b

Action: The City's land use policies shall encourage in-fill development.

Anticipated Impact: In-fill development is generally less costly to develop than "leap-frog" development and will, therefore, reduce overall housing costs.

Responsible Agency: Department of Planning Services.

Financing: Departmental Budget.

Schedule: On-going.

Program 1.c

Action: The City shall prepare an inventory of all land suitable for residential development and designate land for appropriate housing types.

Anticipated Impacts: Land properly planned and zoned will be more attractive for new development to facilitate the construction of affordable housing.

Responsible Agencies: Department of Planning Services.

Financing: Departmental Budget.

Schedule: 1984.

Program 1.d

Action: The City shall offer developers a density bonus for providing low and moderate income housing based upon the following criteria:

- a one-for-one percentage density bonus shall be allowed up to 25 percent maximum.
- the low and moderate income units shall include a variety of one, two, and three bedroom units generally divided between 15 percent, 60 percent, and 25 percent, respectively.
- a combining zone for low and moderate income housing shall be placed upon units associated with the density bonus.
- a restrictive easement agreement shall be placed upon all low and moderate income units requiring that they be continually provided at the prevailing regional median income and that the City's Director of Planning Services shall verify the eligibility of all sales and rentals.

Anticipated Impact: The density bonus will increase the provision of low and moderate income housing.

Responsible Agency: Department of Planning Services.

Financing: Departmental Budget.

Schedule: On-going.

Program 1.e

Action: The City shall reduce the impact on the rental market by maintaining legislation that restricts condominium conversions in the Residential Apartment (12-20 du/ac) category and RA zone.

Anticipated Impact: The Housing Needs Assessment study found that the current vacancy rate in Poway rental apartments is one percent. By restricting condominium conversions in apartments the rental market will not be further depleted.



Responsible Agencies: Department of Planning Services, City Attorney.

Financing: Departmental Budget.

Schedule: 1983.

Program 1.f

Action: The City shall examine the feasibility of establishing property owner initiated assessment districts to provide public facilities and services to serve both existing development and new developments more efficiently.

Anticipate Impact: Assessment districts would allow for improvements to the public service system and distribute the costs for them to all users; also, new housing developments could be facilitated with in-place services and facilities.

Responsible Agency: Department of Public Services.

Financing: Departmental Budget.

Schedule: 1984.

Program 1.g

Action: The City shall periodically review its user charges for public services and facilities to ensure that the charges are consistent with the costs of improvement and maintenance.

Anticipated Impact: Costs that have been over or undercalculated can be adjusted to represent the actual cost to the user.

Responsible Agencies: Department of Public Services, Department of Administrative Services, Department of Planning Services.

Financing: Departmental Budget.

Schedule: On-going.

Program 1.h

Action: The City shall establish a development monitoring program which will review progress toward meeting housing programs.

Anticipated Impact: The City will be able to semi-annually review progress toward housing programs.

Responsible Agency: Department of Planning Services.

Financing: Departmental Budget.

Schedule: 1984.

Reducing the Cost of New Housing

Objective 2

The City should develop and implement programs to reduce the cost of new housing and, therefore, increase their affordability.

Program 2.a

Action: The City shall establish standards for development of affordable apartment density housing.

Anticipated Impact: Rental rates for apartment density housing can be lowered.

Responsible Agency: Department of Planning Services.

Financing: Departmental Budget.

Schedule: On-going.

Program 2.b

Action: The City shall develop standards to allow the location of individual mobilehomes within the compatible single family zones.

Anticipated Impact: Mobilehomes constitute a significant cost reduction per square foot over conventional housing. In addition, the quality of the

design of mobilehomes has made them much more compatible in relation to size, architectural features, and appearance.

Responsible Agency: Department of Planning Services.

Financing: Departmental Budget.

Schedule: 1983.

Program 2.c

Action: The City shall establish an inventory of all publically owned land that is suitable for residential development because of location and available public services.

Anticipated Impact: Surplus land owned by a public agency can be sold to a developer at a lower than market rate to reduce the ultimate cost to the buyer or renter.

Responsible Agencies: Department of Planning Services, Department of Administrative Services.

Financing: Departmental Budgets.

Schedule: 1984.

Program 2.d

Action: The City should examine and implement, if feasible, a land banking program to assist developers through the issue of low-interest loans.

Anticipated Impact: Reducing the costs of financing through a land banking program would increase the supply of affordable housing.

Responsible Agency: Department of Planning Services.

Financing: Departmental Budget.

Schedule: 1985.



Program 2.e

Action: The City should encourage innovative site development techniques and the use of alternative building materials that both meet the intent of City policy or ordinance, and reduce the cost of site preparation or construction.

Anticipated Impact: Innovative techniques are developed regularly; new alternative materials for construction are also being developed regularly to reduce the costs of home construction. The City can assist in these cost reductions by encouraging innovation within the framework of reasonable compliance with City policy or ordinance.

Responsible Agencies: Department of Planning Services, Department of Public Services.

Financing: Departmental Budgets.

Schedule: On-going.

Program 2.f

Action: The City shall explore the feasibility of issuing tax-exempt mortgage revenue bonds by itself or in conjunction with another public agency.

Anticipated Impact: Tax-exempt mortgage revenue bonds can be used to assist homeowners in purchasing homes through the provision of low interest rates. This will allow a greater number of people to purchase rather than rent and will reduce the percentage of income spent on housing for many homeowners.

Responsible Agencies: Department of Planning Services, Department of Administrative Services, other local jurisdictions where feasible.

Financing: Tax-exempt Mortgage Revenue Bonds, Departmental Budget.

Program 2.g

Schedule: 1986.

Action: The City shall adopt standards to reduce energy and water consumption in residential units, thus reducing the costs of home maintenance.

Anticipated Impact: Increasing costs of energy and water have placed many residents in a financial bind. Energy and water conservation measures as found in the Energy Conservation and Water Conservation Elements will reduce the costs to homeowners.

Responsible Agency: Department of Planning Services.

Financing: Departmental Budget.

Schedule: 1983.

Program 2.h

Action: The City shall regularly review its development fee schedule to ensure that user charges and fees are consistent with costs incurred by the City as a result of their provision.

Anticipated Impact: The City should charge the full amount necessary to provide services at an adequate and consistent level. However, service levels and costs can vary upward or downward. The City should regularly review its schedule of fees to ensure conformity.

Responsible Agencies: Department of Planning Services, Department of Public Services, Department of Community Services, Department of Administrative Services, Department of Safety Services.

Financing: Departmental Budgets.

Schedule: On-going.

Program 2.i

Action: The City should avoid repeating environmental reviews of projects where feasible. Projects found consistent with the policies of the General Plan and Zoning Development Code should be spared the requirement of preparing an EIR unless specific circumstances exist that could not be addressed at the General Plan level.

Anticipated Impact: Repeated environmental reviews add significantly to the costs of development. The Master EIR prepared for the General Plan should be used to review projects consistent with the General Plan whenever feasible.

Responsible Agency: Department of Planning Services.

Financing: Departmental Budget.

Schedule: On-going.

Program 2.j

Action: The City shall examine and determine the feasibility of the use of public subsidies to assist in the development of affordable housing.

Anticipated Impact: In the past, subsidies constituted the greatest amount of public input into the provision of affordable housing. Today where public funds are much more scarce, there is greater emphasis in the City doing its best to provide incentives to the private sector rather than funding projects itself. However, some funds such as Community Development Block Grants, Section 8 Housing Assistance, and tax increment funds acquired through a redevelopment agency could be used to subsidize private developers and, therefore, reduce the costs to the buyer or renter.

Responsible Agencies: Department of Planning Services, Department of



Administrative Services, City Manager's Office.

Financing: Study Financed by Departmental Budgets.

Schedule: 1986.

Objective 3

Preserving Existing Housing  
and Neighborhoods

The preservation of existing housing and neighborhoods is vital to the attainment of the Housing Element Goal and should be accomplished through programs which protect the integrity of neighborhoods, encourage housing rehabilitation through low-interest loans, and reduce the impact on condominium conversions on the rental market.

Program 3.a

Action: The City shall examine legislation which may allow the creation or construction of a second unit where a single family dwelling exists based upon the following criteria:

- o Parcels shall be no less than two times the minimum net area required in the zoning category in which the property is located.
- o The lot would not be further subdividable by deed restriction or other means acceptable to the City.
- o The second unit shall be attached to the main residence by a sound structural means approved by the Building Division of the Department of Planning Services.
- o The second unit may not exceed one story in height unless it is contained within or an addition to a two-story structure.
- o The second unit may not encroach into the yard setback area and no variance shall be granted the encroachment into the setback.
- o The ordinance should restrict

- second units to homes built prior to the adoption of the ordinance.
- o The second unit shall be no larger than 640 square feet in floor area.
- o Approval of the second unit shall be by a Conditional Use Permit.
- o The second unit shall be similar in construction, materials and appearance to the main structure.
- o One additional on-site covered parking space shall be provided.
- o Proof shall be provided to the Director of Planning Services that the additional unit will not overburden the available sewer and/or water capacity of the area.

Anticipated Impact: Shared housing will increase the rental housing supply and allow primary homeowners to share the burden of their mortgage payments if they are higher than what is considered the optimal percentage of income toward housing (25 percent).

Responsible Agency: Department of Planning Services.

Financing: Departmental Budget.

Schedule: 1983.

### Program 3.b

Action: The City shall support and assist the County of San Diego Housing Authority in identifying low and moderate income homeowners whose homes are in need of repair for low interest rehabilitation loans.

Anticipated Impact: Low and moderate income homeowners can be assisted in making their existing homes more suitable through low interest loans.

Responsible Agencies: Department of Planning Services, San Diego County Housing Authority.

Financing: Community Development Block Grants.

Schedule: 1987.

Program 3.c

Action: Rental units in the Residential Apartment (12-20 du/ac) land use category and RA zone shall not be converted to condominiums for sale and new developments in said categories shall be for rental only.

Anticipated Impact: The restriction on condominium conversions will minimize the impact on the City's strained rental market and the requirement for a rental only land use and zoning category will increase the supply of rental housing.

Responsible Agency: Department of Planning Services.

Financing: Departmental Budget.

Schedule: On-going.

PUBLIC FACILITIES

The basic needs of the community for health, education, welfare, safety, and recreation are provided for by the City or other local jurisdictions. The types and levels at which the facilities and services are provided expresses the City's response to the desires and needs of the community. Accordingly, the facility, utility, and service policies included herein are guidelines in the on-going process of facility provision and service delivery.

The Public Facilities Element addresses the following facilities and services: education, library, government, and public utilities. The Safety Element addresses medical, fire, and police protection and the Parks and Recreation Element discusses parkland and recreation facilities.



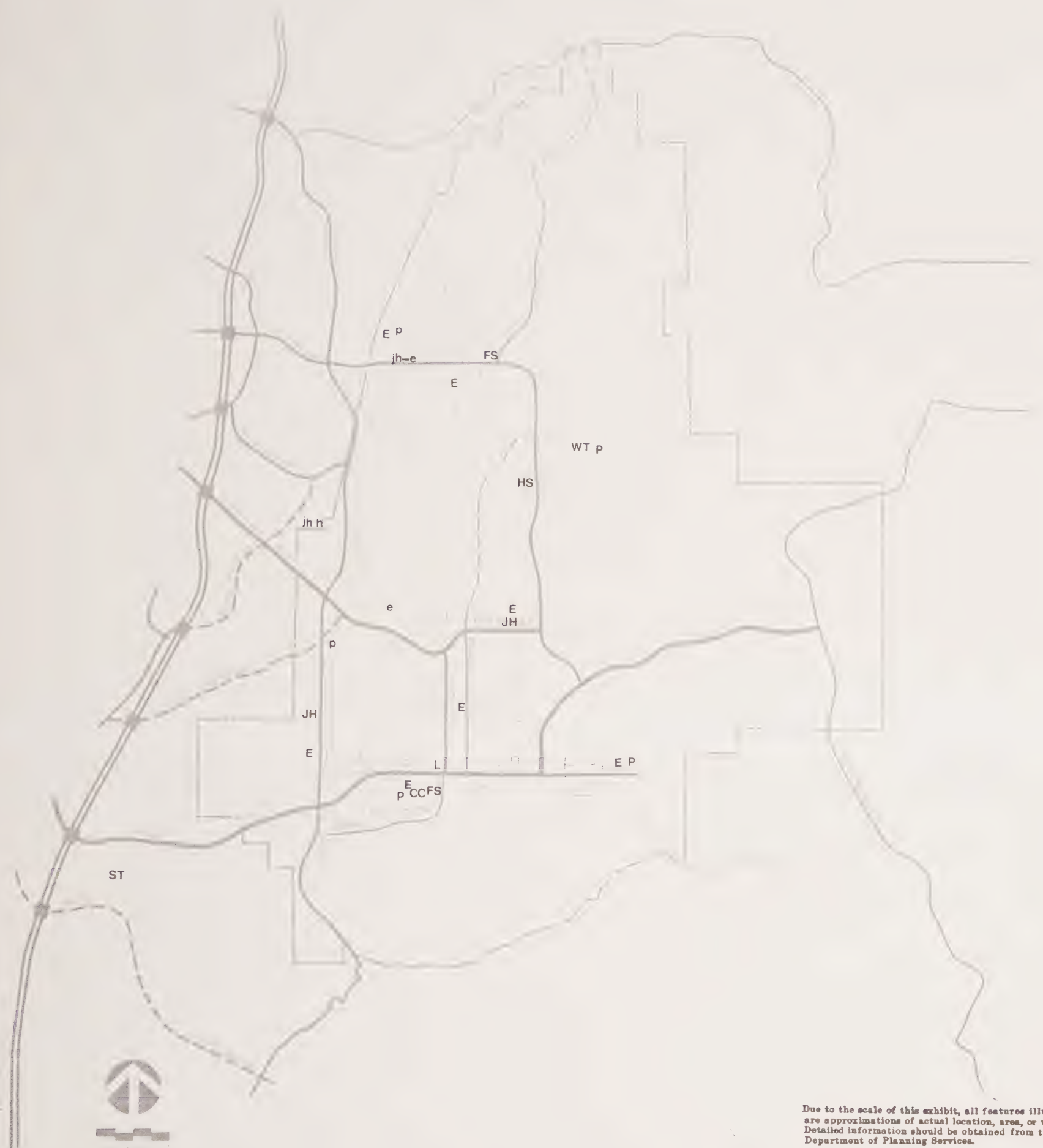
## Public Facility Planning Factors

Even though Poway is a newly incorporated city, it is fortunate to have a reasonably well developed public facility system. This is due to the outstanding efforts of the Poway Municipal Water District (water service, fire protection, and parks), the Pomerado County Water District (sewage collection), and the Poway Unified School District. Therefore, the majority of the public investment needed to create a facilities system appropriate to the community's needs in 1983 has already been made. The real test is not in today's ability to provide public facilities, but the ability of public agencies to continue the same level of service in the future.

Poway's population is not expected to increase significantly in the future. City residents indicated in the 1981 Community Survey that they favor controlled, responsible growth. However, many of the community public facilities are at or near capacity. As incremental population and housing growth occurs, some facilities may require expansion or upgrading. These needs for expansion and upgrading will depend heavily on the demographic nature of growth in Poway such as household formation and birth rate trends.

Limited public financial resources constitute the largest single constraint upon the City's ability to provide a consistent level of public facilities and services over an extended period of time. Shrinking tax dollars strain the City's and other public agencies ability to provide a consistent service level, let alone accommodate any additional growth. Financial limitations increase the need for private sector financing of increased improvements and maintenance that becomes necessary as a result of increased growth.

# PUBLIC FACILITIES PLAN



Due to the scale of this exhibit, all features illustrated are approximations of actual location, area, or width. Detailed information should be obtained from the Department of Planning Services.

## LEGEND

ST SEWAGE TREATMENT PLANT

H/h HIGH SCHOOL

JH/jh JUNIOR HIGH SCHOOL

E/e ELEMENTARY SCHOOL

WT WATER TREATMENT PLANT

CC CIVIC CENTER

P/p PARK

FS FIRE STATION

L LIBRARY

(Lower Case Letters Denote Future Facilities)

CITY OF POWAY COMPREHENSIVE PLAN

FIGURE 7





## Goal

The provision of a consistent level of quality and affordable public services and facilities is of primary importance to the City and growth and development should be curtailed, if necessary, or required to assume the burden of financial responsibility to insure that the consistent service level be continued.

## Education

The majority of the City of Poway is located within the Poway Unified School District; a small portion of northern Poway is within the Escondido Union High School District and San Pasqual Elementary School District. The Poway District also includes the San Diego communities of Rancho Bernardo and Rancho Penasquitos. There are 10 schools in Poway, including Poway High School, two middle schools, six elementary schools, and a continuation high school. All grades K-12 are accommodated.

Most of the schools within Poway are near or at capacity. Poway High School is over capacity. The Poway Unified School District has an additional Poway school site at this time which is located on the northside of Espola Road west of Valle Verde Road. There is also a dedicated site within the Rancho Arbolitos planned development located north of Twin Peaks Road midway between Pomerado Road and Community Road. Additional sites are planned to be made available to the school district in the southern portion of the Bernardo Heights area adjacent to the western City limits near Pomerado Hospital. This site should accommodate both a new district high school and a middle school. The ability of the school district to provide the consistent level of quality education that has been provided to date will depend heavily on future financing mechanisms.

## Educational Facilities

### Objective 1

Land use should not overburden the ability of local school districts to provide a consistent level of quality educational facilities to community residents.

Policy 1.a The City shall consider the effect of residential development on the existing and design capacity of all affected educational facilities as defined by the appropriate school district.

Policy 1.b The City shall provide copies of all submitted development proposals that may cause an increase in student enrollment to the Poway Unified School District.

Policy 1.c The City shall provide the Poway Unified School District with regular reports of building permit activity.

Policy 1.d The City shall encourage and assist, if requested, the Poway Unified School District to maintain on a regular basis a ratio between enrollment and capacity for all Poway schools.

### Library Facilities

The Poway Branch Library is operated by the County of San Diego Library System. The County system operates 35 branch libraries distributed throughout the County, primarily in unincorporated communities or small cities. The Poway Branch Library has been located in its present location, in Lively Center on Poway Road, since February 1975. As of February 1983, officials of the library system have stated that there are no plans to move the present facility.

## Library Facilities

### Objective 2

The City shall support the continuation

of library services as a necessary community service facility.

Policy 2.a New library facilities should be constructed on Civic Center Drive adjacent to City Hall.

#### Public Buildings

Public buildings include those owned by either the City or the County that are used primarily as places of meeting, assembly, or public information. This includes the existing City Hall and any future buildings to house County facilities such as a justice center or satellite administration center.

#### Civic Center

##### Objective 3

The City should encourage the development of a Civic Center that will become a central governmental center.

Policy 3.a The City should plan all new public-oriented government offices to be located in and around the existing City Hall.

Policy 3.b The City should centralize the municipal departments of the City into City Hall as soon as financially feasible.

Policy 3.c The City shall encourage the County of San Diego to locate any new public buildings or offices serving the Poway area in the Civic Center area.

#### Energy Conservation

##### Objective 4

All public buildings shall be designed to minimize energy usage.

Policy 4.a The City shall annually assess the energy usage of each public building.

Policy 4.b The City shall promote energy conservation in existing public buildings



through the initiation of retrofit energy conservation measures where feasible.

Policy 4.c All new public buildings shall be designed to be as energy efficient as financially feasible.

#### Water Service and Facilities

The provision of water is a basic requirement of all forms of land use. In the past, water and water facilities have been inexpensive and in abundance. This situation has dramatically changed in recent years due to increases in the cost of water, water facilities, and energy for water transport. Today and in the future there is critical need for water conservation to both maximize the City's limited water supply and defer costly capital improvements to the water treatment and transmission system.

In regard to current water service and facilities, the City operates a water treatment, transmission, and storage system with a design capacity of 24 million gallons per day (mgd) and a maximum capacity of 30 mgd. The City also provides the Ramona Water District with up to 12 mgd of treated water. The present water usage in the City includes both domestic use (serving residential and commercial users) and agricultural irrigation.

In the future, the impact of land use changes on the City's ability to maintain its present quality of water supply and service should be closely scrutinized. Water conservation measures included primarily in the Water Resource Conservation Element should be initiated through the City's development application review process. Also, capital improvement projects to expand the system to accommodate increased demand caused by new land uses should be funded to the extent necessary by private interests.

## Water Services and Facilities

### Objective 5

The City should maintain a consistent level of quality water service through minimizing the impacts of new land use changes on the existing system.

Policy 5.a The review of all development applications shall include an assessment of necessary water conservation measures.

Policy 5.b The extension of water service facilities such as transmission lines or pumps to accommodate new development projects should be limited to one-quarter mile across an undeveloped area.

Policy 5.c The dedication, construction and maintenance of pumps, transmission and storage facilities to service new developments and expand the City's water system capacity should be reviewed with each new development application.

Policy 5.d All improvements to the existing water service system necessitated by the approval of a new development project shall be financed entirely by the project proponent either by fee or actual construction.

### Sewer Service and Facilities

The availability and location of sewer service facilities to transfer wastewater from a household or business to a wastewater treatment facility is an important factor in the determination of land use. In particular, whether or not sewer service exists will generally determine the difference between urban development, which requires sewer service, and rural residential development, which can utilize on-site subsurface sewage disposal if soil and topographic conditions allow. In recent years, the City's available capacity to transmit and treat sewage has been

limited and near capacity. It is clear that the ability of the City to expand its wastewater treatment capabilities will be an important factor in how much the population of Poway will grow.

Presently, the City's sewer service system is primarily a collection and transmission system. Wastewater generated in Poway is transferred into the City of San Diego system through the Penasquitos Interceptor sewer and treated at the Metro wastewater treatment facility in Point Loma. Poway's ability to accommodate additional sewage generation by new development is limited by the amount of capacity available to the City. However, additional capacity is available to a certain extent through purchase. An alternative to the purchase of additional capacity exists in regard to the re-opening of the City's own wastewater treatment facility adjacent to Penasquitos Creek south of Poway Road between the western City limits and Interstate 15.

Existing sewer capacity and maintenance requirements should be considered prior to future sewer service expansions. Future developments should also be primarily lower densities overall as suggested in the Land Use Element which will slow the impact on the sewer service system while still allowing future City growth.

The feasibility of utilizing reclaimed water for noncontact water usage such as landscaping should also be examined as to its costs versus gains.

The City should maintain a consistent level of sewage transmission and treatment capacity to service existing development and should require capacity to be available prior to the approval of any new development projects.



## Sewer Service and Facilities

### Objective 6

Policy 6.a Sewer service capacity shall exist prior to the approval of any new development application which requires community sewer service.

Policy 6.b Future sewer service expansions should be designed to maintain the current level of service.

Policy 6.c The extension of sewage transmission lines or pumping facilities to accomodate new development projects should not be extended over undeveloped areas.

Policy 6.d All improvements to the existing sewer service system necessitated by the approval of a new development project shall be financed entirely by the project proponent either by fee or actual construction.

Policy 6.e The City should examine the feasibility of utilizing reclaimed water for noncontact usage and shall require new residential construction to be preplumbed to readily accept reclaimed water for home landscaping irrigation.

### Solid Waste Facilities

The City of Poway does not presently operate any solid waste facilities. All solid waste generated in the City is collected and transferred to City and County of San Diego landfills by private contractors. Generally, the amount of solid waste generated has increased as a result of population increase. Efforts have been made in recent years to encourage the recycling of materials such as paper, aluminum, and glass reducing the amount of solid waste generated.

Poway should concentrate future solid waste improvements into three areas. First, the provision of a transfer station somewhere in the City to reduce

the travel required of Poway residents disposing of their refuse and to discourage illegal dumping; second, to encourage recycling and third, to support regional efforts by the City and County of San Diego to expand existing landfills and plan new ones, if necessary.

## Solid Waste Facilities

### Objective 7

The City should provide opportunities for residents to dispose of refuse locally at transfer stations, encourage recycling, and support regional efforts to solve the County solid waste disposal needs.

Policy 7.a The City should explore a suitable location for a solid waste transfer station.

Policy 7.b The location of the transfer station should be readily accessible and not in conflict with adjoining existing or planned land uses.

Policy 7.c The City should encourage recycling projects in the City through its own efforts and the efforts of individuals, non-profit organizations, or corporations.

Policy 7.d The City should support regional efforts to solve the solid waste disposal problem through assisting the City or County of San Diego in expanding existing landfills primarily and, if necessary, locating new landfills.

## PARKS AND RECREATION

The best measure of the quality of park and recreational services is in the ultimate enrichment of the lives of the people served. This is not readily measurable, therefore other types of indices are necessary. The amount and location of available physical space is

one of the most important factors in determining the adequacy of a single park or an entire park system to accommodate recreational demands and to adapt to changing needs. Indices of physical and locational characteristics include: acreage, acreage per thousand population, effective service radius (in both time and distance), and population within the effective service radius. Other common indicators of recreational service levels include: expenditures for parks and recreation (total and per capita), recreation spending as related to total expenditure and the revenue base, number of park and recreational personnel (total and per capita), relative use of funds and personnel for property-oriented functions (e.g., property maintenance), and people-related services (e.g., recreation leaders).

#### Current Parkland and Recreational Facilities

In June 1983, the City of Poway had 457 acres of dedicated public parkland, 21 acres of which had been developed. The majority of the public parkland was included in the Lake Poway/Clyde E. Rexrode Wilderness Area, a regional park area that includes fishing, boating, playgrounds, picnic grounds, and trails through a wilderness area. The Poway Community Park and Center includes baseball fields, playgrounds, a community center, an auditorium, and the Wiengart Senior Citizens Center. Garden Road Park, located adjacent to Garden Road School, has playground facilities and large open areas for ball play.

In addition to the public parkland, there is a large amount of private recreation area. The private recreation facilities include the StoneRidge Country Club, several equestrian facilities, and recreation areas in several residential projects. The private recreation area comprises approximately 242 acres. Table



TABLE 18

## AVAILABLE PARKLAND: 1982

Private Recreational Facilities

StoneRidge Country Club	117	acres
Poway Stables	100	acres
Rancho Arbolitos Rec Facilities	8	acres
Tierra Bonita Farms	2	acres
Poway Valley Riders Association	10	acres
Park Creek	2	acres
Rayo Del Sol	1	acre
Valley West Tennis Club	1	acre
Hilleary Park	0.20	acre
Poinsettia Mobilehome Park	0.25	acre
Poway Royale Mobilehome Park	0.25	acre
StoneRidge Condominiums	0.25	acre
	<u>241.95</u>	<u>acres</u>

Public Recreational Facilities

Lake Poway/Rexrode Wilderness Area	380	acres
Community Park	28	acres
Los Arbolitos Park	38	acres
Garden Road Park	5	acres
Panorama Hills Park	5	acres
The Ponds Park	1	acre
	<u>457</u>	<u>acres</u>
Total	698.95	acres

TABLE 19

## STANDARDS FOR RECREATION AREAS

Type of Area	Acres per 1000 pop.	Size of Site	Radius of Area Served
Playgrounds	1.5	2	0.5 mile
Neighborhood Parks	2.0	15	0.5 mile
Playfields	1.5	10	1.5 miles
Community Parks	3.5	40	2.0 miles
District Parks	2.0	100	3.0 miles

Source: Urban Planning and Design Criteria, Joseph De Chiara and Lee Kopplemen, Third Edition.

18 illustrates the breakdown of public and private parkland and recreation facilities as of May 1983.

Another provider of large areas of parkland and recreational facilities in Poway is the Poway Unified School District. The Poway Unified School District maintains ten educational facilities in Poway, including Poway High School, two middle schools, six elementary schools, and a continuation high school. These school facilities, although heavily used during school hours, are left virtually unused during the late afternoon, evenings, weekends, and during the summer months. By associating City park facilities with school district facilities, the balance between need and accessibility of park and recreational facilities usually characterized by the high cost and wide dispersment can be brought to a closer, more efficient level.

#### Future Park and Recreation Needs

In addressing the task of providing park and recreational facilities to the residents of Poway, it is necessary to recognize that three separate tasks exist for the City:

- o Make parkland provisions for future development as requirements of development project approval.
- o Bring the existing developed neighborhoods of the City up to City parkland standards.
- o Design and construct the undeveloped parkland already acquired by the City.

To assess the park and recreation needs of Poway, recreational activity models have been referenced. Those tables (Tables 19 and 20) illustrate various

TABLE 20

## Standards for Recreational Activity

Type of Recreational Activity	Space Requirements/ Population	Ideal Size of Space	Where Activity May Be Located
Active Recreation			
1. Children's Play Area (with equipment)	0.5 acre/1,000 pop.	1 acre	Playgrounds-Neighborhood Parks, Community Parks, School Playgrounds
2. Field Play Areas for young children	1.5 acres/1,000 pop.	3 acres	Playgrounds-Neighborhood Parks, Community Parks.
3. Older Children-Adult Field Sport Activities	1.5 acres/1,000 pop.	15 acres	Playfield-Community Park, District Park
4. Tennis-Outdoor Basketball- Other Court Sports	1.0 acres/5,000 pop.	2 acres	Playfield-Community Park
5. Swimming	1 outdoor pool/25,000	Competition size wading pool 2 acres	Playfield-Community Park
6. Major Boating Activities	100 acres/50,000	100 acres and	District Park-Regional Park
7. Hiking-Camping-Horseback Riding-Nature Study	10 acres/1,000 pop.	500-1,000 acres	Large District Park-Regional Park
8. Golfing	1-18 hole course per 50,000 pop.	120 acres	Community Park-District Park
Passive Recreation			
1. Picnicking	4 acres/1,000 pop.	varies	All parks
2. Passive Water Sports Fishing-Rowing-Canoeing	1 lake or lagoon per 25,000 pop.	20 acre water area	Community Park-District Park
Other			
1. Parking at Recreational Areas	1 acre/1,000 pop.	varies	Playfields, Community and District Parks
2. Indoor Recreation Centers	1 acre/10,000 pop.	1-2 acres	Community Park
3. Outdoor Theaters, Band Shells	1 acre/25,000 pop.	5 acres	District Parks

Source: Urban Planning and Design Criteria, Joseph DeChiara and Lee Koppleman, Third Edition.



types of facilities and appropriate spacing and population requirements.

#### Goal

To enhance the well-being of City residents by providing opportunities for relaxation, rest, activity, and education through a well balanced system of private and public park and recreational facilities distributed to serve the entire community.

### Priority of Facilities

#### Objective 1

Provide park and recreational facilities at a level which reflects the high priority assigned to these facilities by City residents.

Policy 1.a The City shall perform a survey of residents to ascertain the priorities of the community in regard to park and recreation facilities.

Policy 1.b The City should annually review and update, if necessary, the list of park and recreational facilities priorities.

### Location of Facilities

#### Objective 2

Locate park sites and recreational facilities within the City in a manner that fosters orderly development.

Policy 2.a The City shall develop a three-tier system of public parks devoted to meeting the recreational needs of its residents.

- o The three-tier system of park organization shall include regional, community, and neighborhood parks.
- o The terms regional, community, and neighborhood shall include any area of land dedicated or bought for the public and improved for

recreational use. These terms shall include land which provides improved recreational areas oriented along the side of a trail, the edge of a natural feature, or a roadway, provided that the park is at least 80 feet in width.

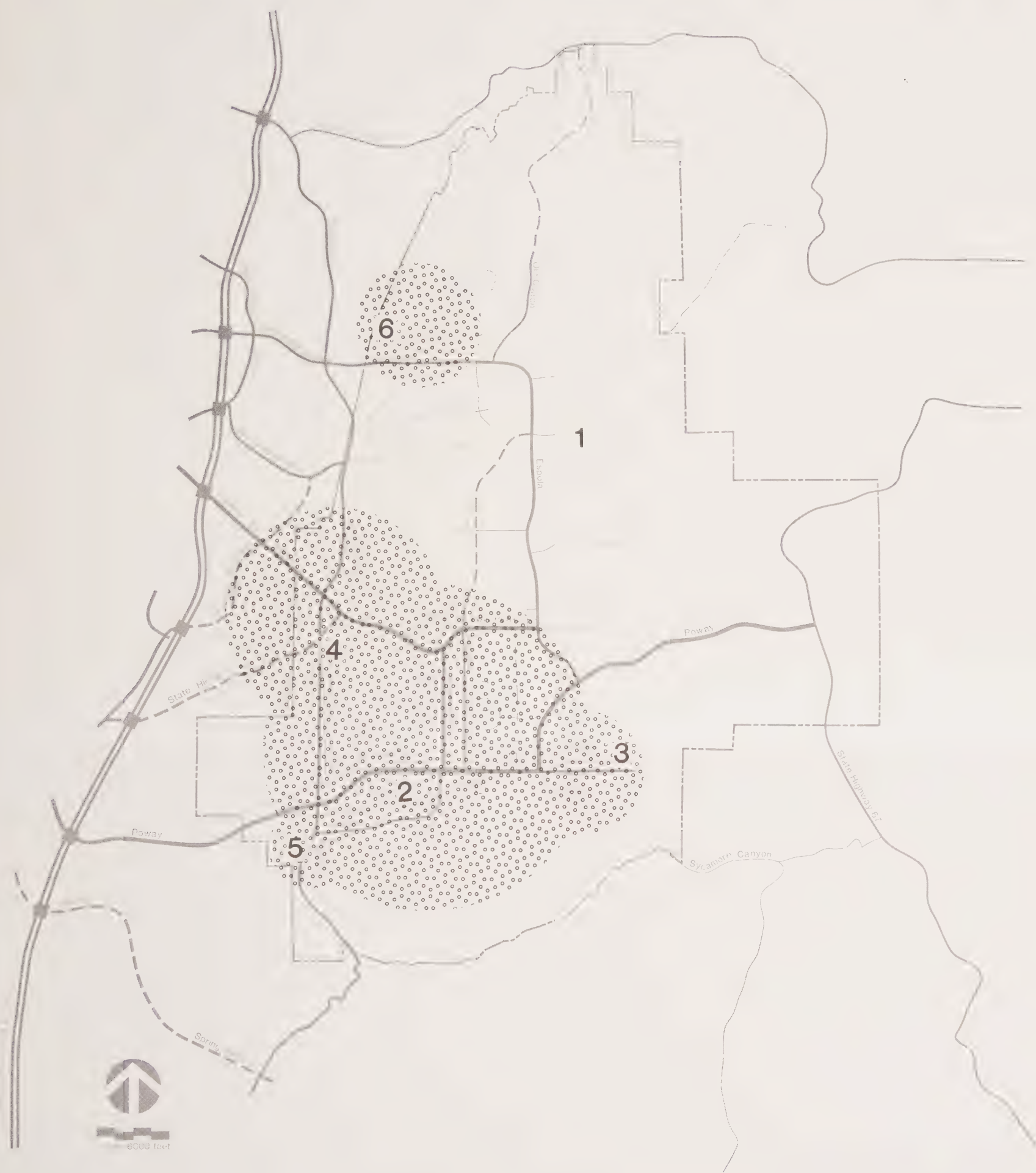
- o Regional Parks: The following general standards should be used for the development of Regional parks.

- Regional parks should be located so as to serve all areas of the City first and the region second.
- Regional parks should be 100 acres or more and make provisions for recreational and leisure-time activities.
- The City will continue to explore the possibility of co-providing regional parks with the City and County of San Diego.
- Emphasis should be placed on recreational facilities not found in city parks. Camping and picnic facilities should be stressed.

- o Community Parks: The following general standards should be used for the development of community parks:

- Community parks should be approximately 40 acres in size and be located to serve a population of 20,000 within a two-mile radius.
- Access should be provided in close proximity to public transportation or make provisions for public transportation.
- Community parks should be graded and improvements provided, with the exception of community

# PARKS AND RECREATION PLAN



## LEGEND

- 1 LAKE POWAY/REXRODE  
WILDERNESS AREA
- 2 POWAY COMMUNITY PARK
- 3 GARDEN ROAD PARK


- 4 LOS ARBOLITOS PARK
- 5 THE PONDS PARK
- 6 PANORAMA HILLS PARK
-  PARK SERVICE AREAS

FIGURE 8





recreational centers, including but not limited to adequate drainage, drought-tolerant landscaping, concrete walkways and automatic irrigation systems.

- When possible, community parks should be located adjacent to elementary school sites.
- Community parks should include a competition size swimming pool, tennis courts, playfields for such activities as baseball, softball, football, soccer, racquetball and volleyball courts, picnic areas, and a community recreational center providing multi-purpose assembly rooms. The type and number of facilities located in a community park shall be subject to the review and approval of the City Council.
- Adequate parking facilities shall be provided to serve the uses at each park.

o Neighborhood Parks: The following general standards should be used for the development of Neighborhood parks:

- Neighborhood parks should be located to serve a population of 5,000 within a one-mile radius.
- Neighborhood parks shall be 5 to 10 acres in size.
- The service area of a neighborhood park should not be divided by natural or manmade barriers such as thoroughfares, major water courses, or drainage channels.
- Neighborhood parks shall be located centrally to the residential development served whenever possible.
- Whenever possible, neighborhood

parks should be located adjacent to elementary schools.

- The neighborhood parks should be graded and improvements provided, including but not limited to adequate drainage, drought tolerant landscaping, concrete walkways, and automatic irrigation systems.
- Land donated or purchased for neighborhood parks should have an average slope of 10 percent or less. Consideration by City Council may be given to land with a slope of 10 percent or greater, providing such lands will serve a recreational purpose.
- All improvements shall be reviewed and authorized by the City Council according to the following criteria:

- a. The entire area shall be graded, landscaped, and provisions made for adequate drainage.

- b. Foot paths shall be paved.

- c. One two (2)-acre site shall be planted and maintained as a grassy area.

- d. Two of the following shall be provided in each neighborhood park:

- 1. Children's play area including tot-lots at a rate of one per 5,000 served.

- 2. Tennis Courts (at a rate of one for each 2,000 person served).

- 3. Baseball/softball and football area (at a rate of one baseball diamond per 12,000 people; one softball diamond per each 6,000 people; one



football/soccer field per each 1,500 people).

4. Basketball/volleyball areas at one per 500 persons served.

5. Racquetball courts (at a rate of one per 2,000 persons served).

- The service area of a neighborhood park shall be examined to determine the demographic composition, i.e., seniors, families, etc., in order to design the most appropriate recreation facilities, i.e., multi-purpose rooms, multi-purpose courts, etc., in lieu of other standard improvements.

- Land dedicated for parks may be maintained through a landscape maintenance district or the City of Poway, at the option of the City Poway. When said neighborhood parks are privately owned and maintained, public standards shall be applicable. Determination as to quality of maintenance shall be the responsibility of the Director of Community Services.

Policy 2.b The City shall continue to pursue the acquisition and improvement of the eight parcels owned by the U.S. Bureau of Land Management as part of the City's long-range park and recreation plan.

## Design of Facilities

### Objective 3

Design park and recreational facilities to serve the recreational and social interaction needs of City residents of all ages, economic situations and physical conditions.

Policy 3.a The City shall actively support the continued development of the

Lake Poway Recreational Area and Clyde E. Rexrode Wilderness Area. The park should include recreational facilities such as a multi-purpose field, volleyball courts, open-air pavillion, horseshoe pits, and picnic areas. The 60-acre lake provides fishing and boating as well as hiking and riding trails throughout the Rexrode Wilderness.

Policy 3.b The City shall continue to develop the Poway Community Park as provided in the Poway Community Park Master Plan. The Community Park will serve as the major facility for active recreation by City residents. The Park may include facilities such as playfields, playgrounds, tennis and racquetball courts, a swimming pool, and an outdoor assembly area.

Policy 3.c The Community Center should provide the location of citywide community activities and athletic events. Given this function and its general location, the park will be the major recreational focal point of the City. Its image at the center of the City and its role in defining an identity for the City will be strengthened by integrating the park with the Community Center.

Policy 3.d Neighborhood parks shall serve as the day-to-day recreational areas of the City. The facilities should include playgrounds, playfields, and grassy areas where local residents can enjoy the outdoors in a safe and refreshing environment.

#### Joint Use of Public Facilities

#### Objective 4

Maximize opportunities for the joint use of public facilities such as schools, flood control channels and facilities, and areas under the jurisdiction of other public agencies that have available land for possible recreational usage.

Policy 4.a The City should consider the

feasibility of an agreement between the City and the Poway Unified School District on the joint ownership, financing, usage, and maintenance of recreational facilities on or adjacent to school property.

Policy 4.b The City should, whenever feasible, locate and develop public parks adjacent to school facilities to maximize recreational facilities provided in Poway.

## Financing Public Recreation

### Objective 5

The City shall employ a multi-faceted approach in financing the acquisition, development and maintenance of the City parklands. The approach shall include, but not be limited to financing parkland improvements through the development project fees, state and federal grants in aid, gifts and donations, benefit assessment districts, and the City's general fund.

Policy 5.a The City shall maintain appropriate legislation under the Quimby Act (Government Code Sections 66477-66477.3) requiring the dedication of land, payment of in-lieu fees, or a combination thereof, as a condition of residential development approval.

Policy 5.b The City shall require the dedication of land and/or fees to be equivalent to 5 acres of parkland per 1,000 population proposed in a residential development approval.

Policy 5.c The City shall pursue appropriate regional, state, and federal grant-in-aid programs to finance City park and recreation programs.

Policy 5.d The City shall prepare the appropriate mechanisms to allow gifts made to the City to be fully tax deductible.



Objective 6

The City encourages the development of private recreational facilities to fulfill a portion of the City's recreational needs.

Policy 6.a The City shall maintain appropriate legislation to encourage the provision of private recreational facilities.

Policy 6.b Private recreational facilities can be used to reduce the total amount of land to be dedicated and/or fees paid-in-lieu to 50 percent of the requirement per residential development proposal.

Policy 6.c The City shall maintain appropriate legislation which states the acreage amount reduction for different private recreational facilities.

Policy 6.d Private recreational facilities shall meet the standards for similar public facilities.

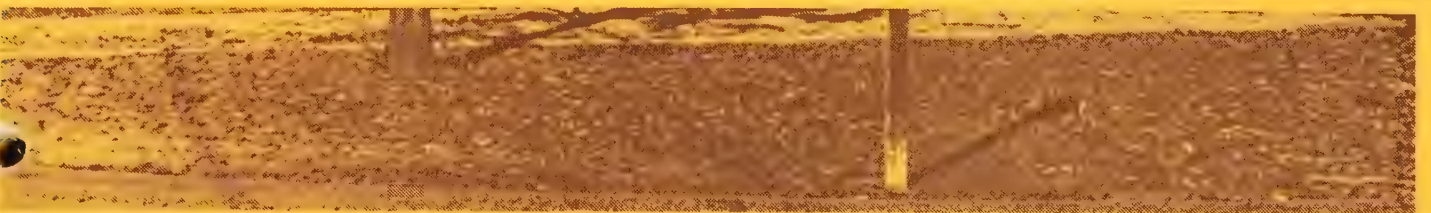
Policy 6.e Private recreational facilities shall be maintained by the developer, owner, a homeowner's association, or an assessment district.

Policy 6.f Adequate provision shall be made to ensure that private recreational facilities remain available in perpetuity, or the residents and the City shall be compensated accordingly.





## COMMUNITY CHARACTER







## CHAPTER 2 COMMUNITY CHARACTER

Over a span of many years, Poway has progressed through several periods of physical growth and change. Beginning as a relatively isolated farming community, the population remained virtually static from the 1880's until the early 1950's. However, after 1960 there was a rapid increase in growth that leveled off at approximately 34,000 in 1980. The last 20 years as an unincorporated community dramatically altered the physical appearance of Poway, particularly Poway Road, the major thoroughfare and business district. However, even with all the physical changes the strong desire of the community to retain the rural character remained constant over the years. Through cityhood, Poway has initiated a program to preserve and enhance the community's rural character and truly become "The City in the Country."

The purpose of the Community Character Chapter is two-fold. First, it is necessary to identify and evaluate what contributes to Poway's rural character. Included in Poway's rural atmosphere are both natural elements - - the hills, creeks, vegetation, and wildlife - - and the elements brought here by past and present residents - - structures, roadways, cultural and social events, and the rural lifestyle. These elements comprise what rural character is and act as resources or models for community character design. Second, it is necessary to evaluate the relative value of the various features or elements as part of the policy-based process for preservation and enhancement.

Included within the Community Character Chapter are three elements. They are:

- Community Design;
- Archaeological, Cultural and

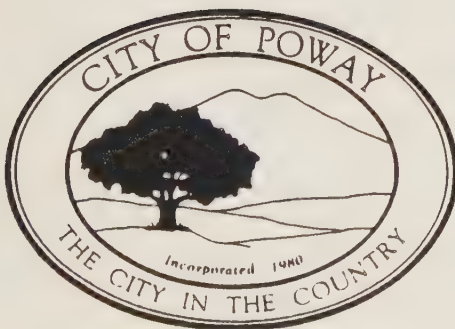
- Historic Preservation; and
- Scenic Roadways

The specific sections addressed by this chapter are:

- o Section 65302(h) of the Government Code requires the preparation of a scenic roadways element in order to protect and provide for the enjoyment of roadside scenic values.
- o Section 65303(g) of the Government Code encourages the preparation of a Community Design Element illustrating recommended designs for community neighborhood development and redevelopment.
- o Section 65303(j) of the Government Code encourages the preparation of an historic preservation element for the identification, evaluation, and protection of sites or structures of architectural, historical, archaeological, and cultural significance to the City.

#### COMMUNITY DESIGN

To most residents, Poway is a rural community that has never lost sight of its beginnings and history. Upon incorporation, the City of Poway adopted as its official theme, "The City in the Country." Results of a 1981 community survey have indicated a desire on the part of an overwhelming majority of the City residents to retain the rural, country-like atmosphere. However, the past physical development of Poway has not always supported the residents' rural image. As an unincorporated community, Poway had no consistent design theme and, therefore, became a mixture of different and often conflicting architectural, aesthetic, and planning styles. Many of the unique natural resources were



destroyed by uncoordinated development. With incorporation and local control, the City can now establish community design guidelines to ensure that new development and redevelopment will support and complement the rural image of Poway.

The primary purpose of the Community Design Element is to promote ways in which the planning, design, and construction of the physical environment can be compatible with the community's desire to maintain a rural image, character, and atmosphere. The underlying premise is that as development alters the physical environment, these alterations should be made with community goals in mind as well as marketability and level of profit. For example, housing is traditionally designed based upon financial rewards for the developer and social satisfaction for the buyer or the user. While these are obviously very important, it becomes the community's role through the City to also require the consideration of local standards for harmonious design. Community design is the synergistic effect of the needs of the developer for a financial reward for his efforts, the social satisfaction of the buyer or user, and the implementation of community supported design programs.

The objectives and policies in the Community Design Element are a standard to be achieved and a preferred method of achieving that standard. Other methods may be found acceptable so long as the intent is still fulfilled.

The Community Design Element is subdivided into several sections. The first consists of an identification of what constitutes Poway's rural character and how that character can be translated into community design features.

The second section sets forth citywide policies for form and appearance. The section describes important features of



Poway that permeate all areas of community design and set the standards for specific review of residential, commercial, and other development applications.

The third and fourth sections discuss rural single family and multiple residential family design criteria. Eighty-five percent of the developed area of the City is included within these two categories.

The fifth and sixth sections examine commercial and manufacturing uses. These sections will be predominantly oriented toward the revitalization of Poway Road.

#### Goal

The natural and man-made environment of Poway should be designed and coordinated to establish a unified community design theme that will enhance the City's rural image and character.

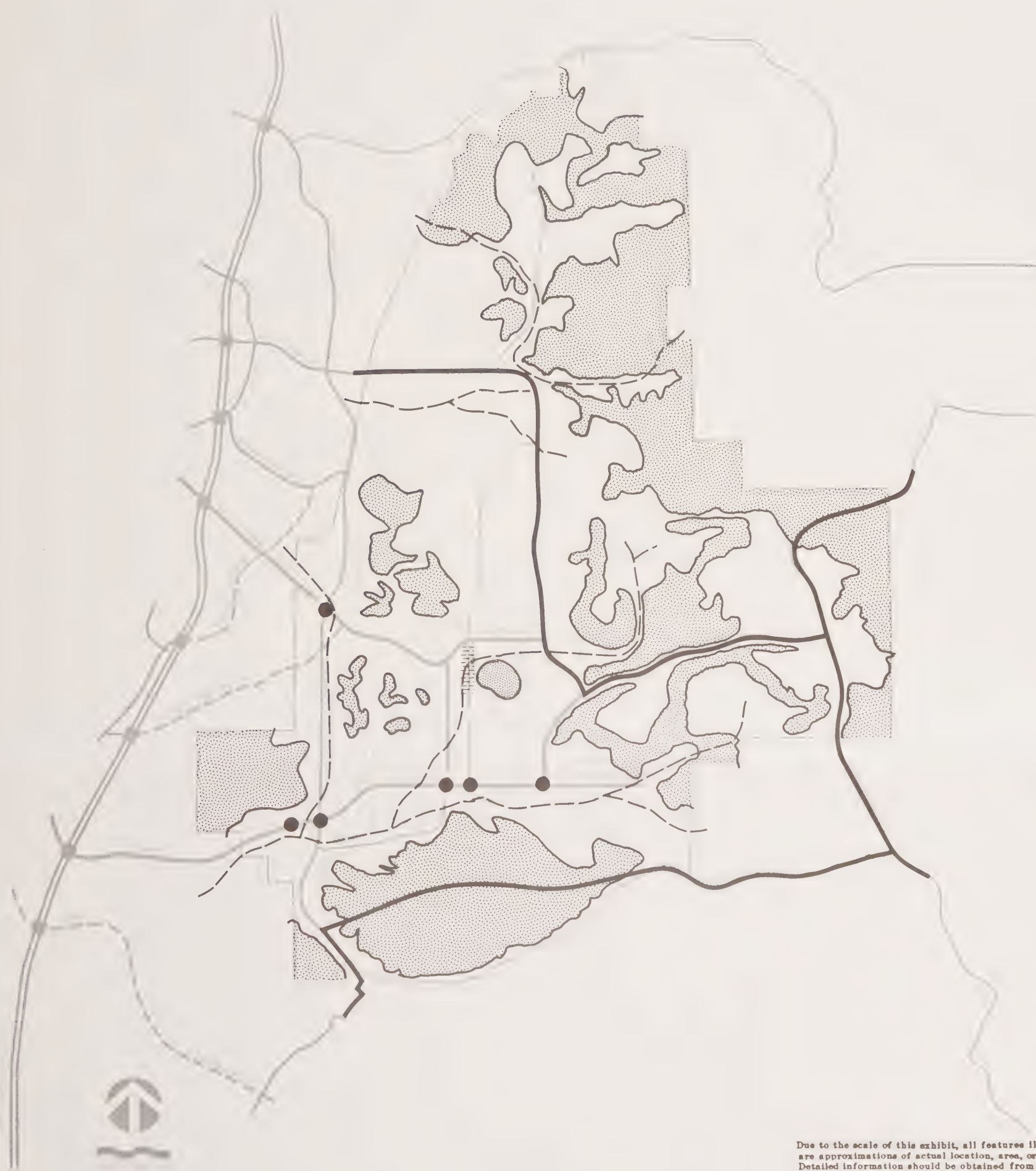
#### Poway's Rural Character

Poway's rural character is not something that can be pointed out and readily identified. It is an image that is comprised of many different natural and man-made features. By identifying and evaluating the features or elements of Poway's rural character, they can be translated into community design policies and guidelines.

#### Natural Environmental Features






Poway's rural image is largely defined by the natural environmental features that are present. The features present include the mountains, creeks and channels, and biological resources. Each of these contribute to the open space within and around Poway; open space is one of the most significant features of the City's country-like image.

# COMMUNITY DESIGN RESOURCES



Due to the scale of this exhibit, all features illustrated are approximations of actual location, area, or width. Detailed information should be obtained from the Department of Planning Services.

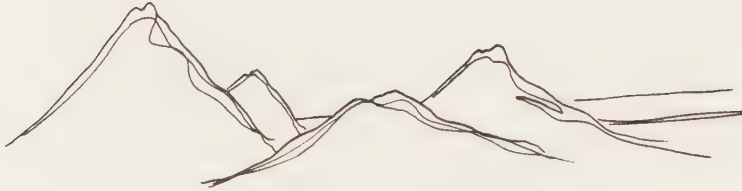
## LEGEND

-  MAJOR TOPOGRAPHICAL FEATURES
-  FOCAL POINTS
-  SCENIC ROADWAYS
-  HISTORICAL STRUCTURES AREA
-  MAJOR CREEKS AND CHANNELS

**CITY OF POWAY COMPREHENSIVE PLAN** FIGURE 9







The mountains that surround Poway on the north, east, south, and west are important features in two aspects. The mountains are natural boundaries to Poway's developable area. Having these boundaries has fostered Poway's small town atmosphere rather than an urban sprawl. The mountains and ridgelines within them are also significant visual features. The open space within the mountainous area of Poway looks no different today than it did a century ago and therefore reminds local residents of Poway's beginnings.

The creeks and channels that begin in Poway's eastern mountains and cross the valley floor are also significant elements of Poway's rural image. While the creeks attracted early settlers to the valley as a source of irrigation water, today they serve as linear open space areas within the developed portion of the City. Some segments of the creeks remain unaltered and provide a natural, rural setting adjacent to developed residential areas. The creeks and channels also provide prime examples of native vegetation such as oaks, sycamores, and several types of shrubs. Through maintenance of the major creeks and channels as flood control devices, the City has been able to preserve some of the original rural character of Poway in the center of development.

The final natural features are the biological resources. Because the City is 75 percent undeveloped open space, most of the vegetation and wildlife has remained untouched. The proximity of these natural areas to the developed area of the City contribute to Poway's rural character.

#### Man-made Features

While many California communities have substituted their rural beginnings for an urban environment, Poway residents have



Poway Historical Society

protected what remains of their rural beginnings and have worked to enhance them. Poway's historical background as a small, isolated farming community is a very important feature of the City's rural image.

For most of the community's existence, land development in Poway supported the rural image. The older areas of Poway were developed as large lot homesites where homeowners raised livestock on their individual lots.

Later developments in the foothill areas such as Green Valley, High Valley, and Espola Road near the Twin Peaks Road area were rural residential neighborhoods with custom homes on large lots. However, urban development in the 1970's began to encroach upon the community's rural image with smaller lots, the development of large tract home projects and the commercial strip and centers that did not embody the rural image.

In recent years there has been a return to the rural image in land development. Examples such as the Poway Town and Country Commercial Center along Poway Road at Community Road and approvals of large lot rural residential projects by the City have illustrated that the rural image can be enhanced and utilized in a wide range of land development projects.

Other man-made features that support the rural image of Poway are in the area of public facilities. Circulation in Poway is accommodated on local, winding roads of varying widths and not freeways.

Plans for freeways through Poway were adopted by the County of San Diego but have been deleted by the City of Poway. Freeways such as State Routes 56 and 125 would have an adverse effect on Poway's rural environment. Another example of public facilities enhancing the rural image is in the area of flood control and

drainage. The creeks and channels are an important natural element and have been preserved through flood hazard management policies rather than concrete channels.

In summary, Poway's rural character can be defined as the collective reflection of the natural environment of the City and its physical development over a century. The next section addresses how this definition can be translated into a community design program.

#### Community Design Guidelines

The process of translating the features of Poway's rural character into community design guidelines includes both real and abstract elements. Some features will be included in the community design process without alteration through preservation. This would include natural features such as open space areas, creeks, and ridgelines and also man-made features such as historic structures or rural roads. On the other hand, much of the process is abstract or symbolic. For example, because new construction cannot use many of the materials used to construct rural buildings for both cost and public safety reasons, substitutes must be used that simulate rustic materials. Rough-sawn wood simulates the texture of a hand-cut and finished construction element much more than a planed and finished length of pine. Concrete split-face block simulates rock or stone and earthtone colors (shades of tan and brown) are more natural than smooth masonry block or bright colors such as oranges or whites. Abstract elements also exist that embody a rural image portrayed through better distribution of open space in a tract subdivision or greater variety in the style of tract homes that simulates a custom home rural subdivision and avoids the look of an urban subdivision. The Community Design Element is designed to reach a balance between the preservation





and enhancement of the rural image, often through simulation, and the need for flexibility that encourages creative solutions.

#### Citywide Form and Appearance

While most community design issues are relatively specific in nature (i.e., use of materials, color, and size), some are very general. These general issues primarily address citywide aspects of design such as methods to enhance the rural character of Poway through natural resource preservation or the continuation of a type of low-profile building scale. This section will address those general issues that discuss citywide form and appearance in the following areas:

- o Rural Character
- o Natural Resources
- o Building Scale and Variety
- o Integrity of the Circulation System
- o Historic and Cultural Landmarks

#### Preservation of Poway's Rural Character

##### Objective 1

All aspects of community development and design should be consistent with the City's desire to retain Poway's rural character and image.

Policy 1.a All public and private improvements or development projects within the City of Poway shall be compatible with the City's rural character and image.

Policy 1.b The City shall maintain appropriate legislation for full design review of all development in the City including architecture, site planning, landscaping, signing, grading, and land use and zoning review.

#### Preservation of Natural Resources

##### Objective 2

The natural resources of Poway are an

important feature of the City's rural character and should be preserved.

Policy 2.a Policies contained within the Land Resource Conservation, Water Resource Conservation, Plant and Animal Resource Conservation, and Open Space Elements shall be considered in the review of development applications that may affect natural resources.

Policy 2.b Significant existing natural resources should be incorporated into the design of new projects rather than removed.

Policy 2.c The City shall encourage the reintroduction of natural elements as part of the design review process, particularly where significant existing natural elements have been removed by necessity.

#### Preservation of Citywide Building Scale and Variety

#### Objective 3

Buildings within the City should continue to be low-profile with variety of size, shape, color, and materials used.

Policy 3.a Buildings within the City shall not exceed two stories or 35 feet in height, whichever is less.

Policy 3.b If an addition to the Pomerado Hospital is constructed, the addition shall be no taller than the existing structures.

Policy 3.c Variety in regard to size, shape, color, and building materials shall be encouraged.

#### Preservation of the Integrity of the Circulation System

#### Objective 4

Circulation within Poway should be accommodated wherever feasible on roads consistent with the nature of the surrounding land uses.

Policy 4.a The ultimate width of major roadways in the Circulation Element should be consistent with the nature of surrounding neighborhoods.

Policy 4.b Heavy traffic volumes should be diverted to major roadways and away from open space or rural residential areas.

Policy 4.c Local roadway design should accommodate only local traffic and should discourage nonlocal traffic usage.

## Preservation of Historic and Cultural Landmarks

### Objective 5

Significant historic and cultural landmarks should be preserved.

Policy 5.a Policies within the Archaeological, Cultural, and Historic Preservation Element shall be considered when evaluating a development review application within or adjacent to an historic or cultural site.

### Rural and Single Family Residential Design

Rural and single family residential dwellings in Poway comprise 85 percent of the homes in the City. Poway is very much a family oriented community. The design of rural residential areas should be based upon policies that seek to preserve the natural features of the area and minimize disruption of the natural contour and vegetation. Generally, custom homes will be constructed in rural residential areas. Where tract homes are built, the homes should simulate custom home development in every way possible.

Single family residential dwellings house the overwhelming majority of Poway residents. Policies included herein are designed not only for new developments, but also to enhance existing developments to the extent feasible. The design of



single family residential areas should be based upon policies that encourage variety to avoid a uniform urban appearance. Also, the most efficient use of private open space is considered very important.

The policies for both rural and single family residential areas are divided into two areas. First, macro-neighborhood guidelines discuss the size of neighborhood areas, the overall distribution of open space, landscaping, traffic and pedestrian safety, and entries and exterior walls. A macro-neighborhood is defined as a subdivision area containing approximately 50 to 100 lots.

Second, micro-neighborhood guidelines discuss specific design features for lots and small neighborhood areas of 4 to 6 homes for rural residential and 8 to 12 homes for single family.

#### Organize Neighborhoods into Smaller Units

##### Objective 6

Neighborhoods should be comprised of several smaller, distinctive micro-neighborhood areas that foster greater neighborhood interaction.

Policy 6.a The micro-neighborhood concept shall be included in all residential design.

Policy 6.b Visual separations through topography, street design (i.e., use of cul-de-sacs or loop streets), landscaping, walls and fences, and building type should be used to define micro-neighborhoods within the approximate sizes below:

- 4 to 6 rural residential units.
- 8 to 12 single family residential units.

Policy 6.c Where feasible, existing neighborhoods should be enhanced through

the development of micro-neighborhoods utilizing visual separations.

## Residential Street Design

### Objective 7

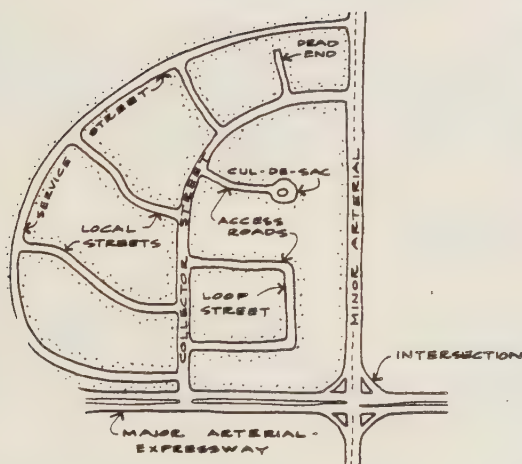
Residential street design should be sensitive to the existing landform, encourage the micro-neighborhood concept, and discourage nonlocal through traffic.

Policy 7.a Residential streets shall be designed to follow the natural contour of the land wherever feasible to avoid unnecessary landform alteration.

Policy 7.b The micro-neighborhood system shall be incorporated into street design through the use of a graduated street system.

Policy 7.c The graduated residential street system is defined as follows:

- Residential units should be located on short local streets such as cul-de-sacs or loops.
- Short locals should feed into local collectors.
- Local collectors should feed into Circulation Plan arterial streets.



Policy 7.d Nonlocal traffic shall be discouraged by the graduated street system and, if necessary, by traffic modification devices such as:

- "Necking" or narrowing of a street at strategic locations such as intersections or neighborhood entrances.
- Narrowing the overall street width and adding extensive landscaping in the right-of-way to give the impression of a private road.
- Altering the directional flow of the traffic with traffic circles, bollards, or wood barriers with adequate

- landscaping and directional signage, and
- Street closures.

## Improvements of Pedestrian Safety

### Objective 8

Pedestrian safety should be increased through the micro-neighborhood concept and street improvement.

Policy 8.a The micro-neighborhood concept shall be used to increase pedestrian safety by limiting vehicular travel through residential areas.

Policy 8.b Sidewalks shall be provided in neighborhood areas based upon the provisions stated in the Circulation Element.

Policy 8.c School and municipal transit bus stops shall be included in residential neighborhood design.

## Macro-Neighborhood Landscape Theme

### Objective 9

Macro-neighborhoods should have a consistent landscape theme that encourages the retention of natural vegetation, the use of native Southern California species, and the use of other drought-tolerant species.

Policy 9.a Macro-neighborhood areas shall have a consistent landscape theme that outlines the species to be used, the method of planting, and provisions for maintenance.

Policy 9.b The landscape theme shall be based upon the following guidelines:

- Integrate with, complement, and improve the existing permanent landscape.
- Relate to and complement the architecture of any structures on the site.
- Minimize grading and mitigate erosion.





- Provide for screening of unsightly areas and noise as well as provide for wind and sun control.
- Minimize the use of water.
- Provide for variety of design elements.
- Use native and drought-tolerant plant materials where practical.
- Make provisions for wildlife where feasible.
- Provide for human comfort by use of benches or other landscape structures where appropriate.

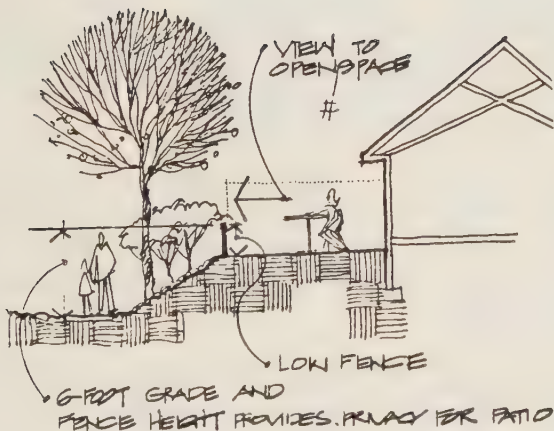
## Entry and Exterior Walls

### Objective 10

An entry statement and exterior walls along arterial roadways should be included in macro-neighborhood design.

Policy 10.a Signage and landscaping should be provided at the major entry to macro-neighborhood areas based upon the following guidelines:

- Signage shall be low-profile not to exceed four feet in height.
- Signage should be made of materials compatible with the type and style of the residential units within the neighborhood.
- Landscaping shall be characteristic of the landscaping provided within the residential area.



Policy 10.b Off-site directional signage for residential subdivisions should be uniform in nature and integrated with other necessary signage for community facilities.

Policy 10.c Exterior walls shall be provided along arterial roadways based upon the following guidelines:

- Walls should be made of a textured surface material that is compatible with the design of the neighborhood area.
- The monotony of a long wall shall

be broken by visual relief through periodically recessing the wall or constructing pilasters.

- Landscaping such as trees, shrubs, or vines should be used to soften the appearance of the wall.
- Walls which will serve as a subdivision exterior boundary and dwelling rear or side yard wall shall be six feet in height from the highest finished grade.
- Walls not to be used as rear or side yard walls may be constructed between three and six feet in height depending upon the conditions that exist.

## Housing Type and Style Variation

### Objective 11

Residential areas should be comprised of custom homes, or homes that simulate custom homes to every extent feasible.

Policy 11.a Rural residential areas are primarily devoted toward large lot custom home construction; in some instances tract homes that simulate custom homes may be allowed.

Policy 11.b Custom homes within either the rural or single family residential area should be constructed of textured materials and should utilize primarily earthtone colors and complementary accents in muted shades of reds, blues, greens, grays, and yellows.

Policy 11.c Tract subdivision construction in single family residential areas shall be based upon the following guidelines:

- A minimum of four housing styles shall be provided up to 100 units and one additional style for each additional 50 units.
- A minimum of one housing style should be two-story, however, two styles are encouraged.
- A minimum of three facade

treatments which vary entry, window type and treatment, exterior materials, and color shall be provided.

- Roof style, material, and height shall be varied with each housing style.
- The use of side entry or rear garages shall be encouraged.

## Macro-Neighborhood Open Space

### Objective 12

Macro-neighborhood open space should be provided under common ownership to preserve significant natural features or provide for recreational opportunities.

Policy 12.a The retention of open space for natural resource preservation or recreational opportunities shall be considered on a macro-neighborhood scale.

Policy 12.b Natural resources that should be preserved include creeks, large tree stands, hillsides, ridgelines, significant biological habitat, and significant archaeological or historical resources.

Policy 12.c Within single family residential areas, recreational open space should be provided for neighborhood recreational activities.

Policy 12.f The recreational open space should provide sufficient space and facilities for activities such as ball throwing, volleyball, kickball, basketball, and other similar activities.

Policy 12.g The recreational open space provided should be equivalent to approximately one lot of open space for every 20 residential lots and should be evenly distributed.

Policy 12.h A homeowner's association, assessment district, or similar



organization shall be formed to maintain the common recreational areas.

## Lot Design Orientation and Setbacks

### Objective 13

Residential lots and setbacks should encourage variety in the design orientation and placement of residential homes.

Policy 13.a Lots in rural residential areas should be designed to follow the natural contour, minimize land alteration, and be consistent with the City's slope criteria.

Policy 13.b The use of rural residential flag lots is encouraged where necessary to reduce land alteration for roadways.

Policy 13.c A 2:1 ratio for lot depth/lot width should be the standard used when subdividing single family residential lots.

Policy 13.d Lot widths along residential streets shall be varied.

Policy 13.e Lot depths should be varied where feasible.

Policy 13.f Twenty-five percent (a minimum of 25 percent or at least 25 percent) of all lots within a subdivision shall provide sufficient side yard area and setbacks for recreational vehicle parking and, in addition, all lots shall prohibit the storage of recreational vehicles on-street and in the required front yard setback by recorded Covenants, Conditions, and Restrictions.

Policy 13.g Where feasible, east/west street orientation is encouraged to facilitate passive solar energy heating.

Policy 13.h Lots less than 8,000 square feet should utilize more uniform rectangular lot configurations.

Policy 13.i Front yard building setbacks shall be varied to avoid a monotonous pattern of houses.

Policy 13.j Side yard setbacks shall also be varied to create greater solar access, provide more useful private open space in side yards, and avoid a monotonous pattern of houses.

Policy 13.k Only one story homes shall be placed on parcels backing onto arterial classification roadways, commercial land uses, or manufacturing land uses to avoid adverse noise levels on two-story homes.

#### Color, Materials, and Facades

#### Objective 14

The color, material, and facades used in the construction of residential units should be consistent with the rural character of the City.

Policy 14.a Colors used in residential construction should be principally earthtones with complementary accents in muted shades of reds, blues, greens, grays, and yellows.

Policy 14.b A totally monochromatic appearance should be avoided through the use of complementary accents.

Policy 14.c Materials used in residential construction shall have textured surfaces such as rough sawn woods, stucco, and facade brick.

Policy 14.d Excessive use of smooth surface materials such as metal, plastic, and glass should be discouraged.

Policy 14.e On wood frame structures utilizing primarily stucco exterior, a minimum of 25 percent of the front facade shall be covered with a complementary color and material.

Policy 14.f Front facades shall be

## Landscaping and Fencing

broken up with entries or other areas recessed to avoid flat-front structures.

### Objective 15

Landscaping and fencing should soften the hard image of residential structures and streetscapes, define areas, and allow passive energy conservation.

Policy 15.a All residential developments having common open space and exterior parkways along arterial roadways shall have a landscape and irrigation plan that delineates the location, type, and size of species to be planted.

Policy 15.b Rural residential areas should be primarily natural vegetation or introduced species such as groves which are compatible with the natural vegetation.

Policy 15.c Within single family residential subdivisions, the developer shall install, or guarantee the installation of all landscaping and irrigation systems within a reasonable time period.

Policy 15.d Drought-tolerant native California plant species should generally be used.

Policy 15.e Existing live trees shall be retained wherever feasible.

Policy 15.f Street trees, a minimum 15 gallon size or larger, shall be planted an average of every 30 feet for interior streets and every 20 feet for exterior streets.

Policy 15.g Solid fencing a minimum of six feet in height and constructed of wood or decorative block shall be installed in the following manner:

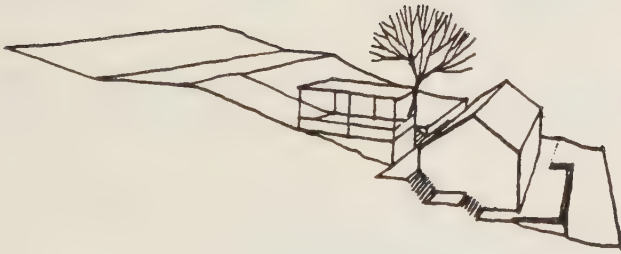
- Single family lots between 6,000 and 10,000 square feet shall have



front yard fencing extending from house-to-house and side, and rear yard fencing.

- Single family lots between 10,000 square feet and 20,000 square feet shall have fencing extend from house-to-house.
- Lots 20,000 square feet and greater are not required to have solid fencing.

## Hillside Residential Design



## Passive Energy Design

### Objective 16

Lots and structures in hillside areas should follow and not significantly alter the natural contour of the land.

Policy 16.a Grading in hillside areas should leave rounded off, natural appearance slopes instead of manicured cut-and-fill areas.

Policy 16.b Driveways should be designed in such a way so as to avoid excessive cuts and fills.

Policy 16.c On lots where the average slope is greater than 15 percent, the use of custom homes with multiple foundation levels is encouraged.

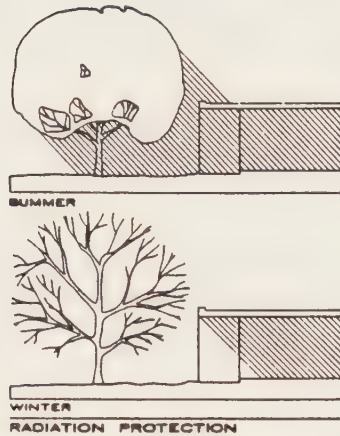
Policy 16.d On lots where the average slope is greater 25 percent, the use of custom homes with multiple foundations is required.

Policy 16.e All exposed graded slopes shall be landscaped and irrigated.

### Objective 17

Residential design should take into consideration passive energy design concepts to reduce energy consumption.

Policy 17.a Wherever feasible, residential units should be oriented to maximize southern window exposure and the use of solar panels.



Dwelling Unit Identification,  
Lighting and Home Security

Policy 17.b Sufficient overhangs shall be constructed on all residential units to block the summer sun from window areas but allow winter sun.

Policy 17.c Deciduous trees should be located in yard spaces adjacent to large windows to block summer sun but allow winter sun.

Policy 17.d Solar access for each residential dwelling shall be considered in structure placement and location.

### Objective 18

All dwelling units should be adequately identified by house number and be lighted sufficiently to deter criminal activity.

Policy 18.a House numbers shall be located on each residence or within the front yard where the number is visible from the adjoining street.

Policy 18.b Lighting for home security should generally be provided through street lighting, however, supplemental residential lighting necessary for security is encouraged.

Policy 18.c Walls should not be constructed which hide doors and window entries from view from the street.

Policy 18.d Home security measures and devices, as provided for in the Law Enforcement Element shall be included in residential design and construction.

### Objective 19

Accessory uses and buildings should not detract from the residential character of neighborhoods.

Policy 19.a Accessory uses such as home occupations or hobbies shall be located within the main residential building or

### Accessory Uses and Buildings

garage and should not create any additional need for signage, traffic, or parking.

Policy 19.b Accessory buildings shall complement the residential character of the property.

Policy 19.c Accessory buildings shall be sufficiently setback from rear and side yard property lines so as to not detract from the value of adjoining properties.

#### Street Hardware

#### Objective 20

Street hardware such as utility boxes should not detract from residential streetscape.

Policy 20.a Utility boxes shall be adequately screened by landscaping.

#### Off-Street Parking

#### Objective 21

Sufficient off-street parking should be provided.

Policy 21.a A minimum of two off-street parking spaces located within a garage or covered carport shall be provided for each residential unit.

Policy 21.b Recreational vehicle parking shall be located in the driveway or adjacent to the driveway and outside of the front yard or within a fenced rear yard.

#### Multiple Family Design

Over the ten year period between 1970 and 1980, the percentage of multiple family homes in Poway rose from 5 percent to 14 percent. New multiple family housing in Poway should be designed to integrate with existing neighborhoods and blend well with the City's rural character.

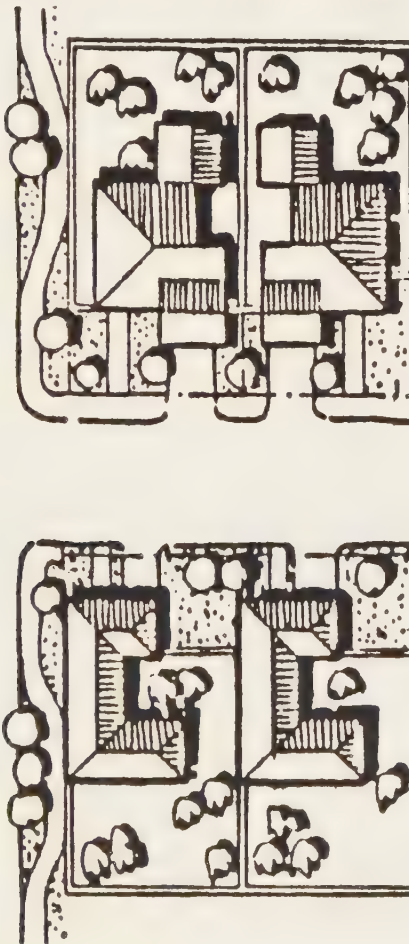
Probably the most important aspect of multiple family housing in Poway is that



it will serve as the City's primary affordable housing supply. This is explained in greater detail in the Housing Element. It is also important that multiple family housing blends well with the rural character of Poway as stated above.

Within the Poway General Plan Land Use Element and Land Use Plan are two multiple family categories: Residential Condominiums (7-12 du/ac) and Residential Apartments (12-20 du/ac). Please refer to the Land Use Element and the Land Use Plan for an explanation of the different use requirements. The design requirements for each category are described in the following section.

### Multiple Family Unit Types



### Objective 22

Various types of multiple family units should be encouraged in Poway to provide greater variety in regard to design and lifestyle preference.

Policy 2.a The following multiple family unit types are encouraged in the Residential Condominium category:

- o Zero-Lot Line Homes: One or two story detached or attached homes where either a single structure is built on a single side lot line or two structures share a single wall astride a side lot line, thus increasing the usable side yard area; generally designed at 7-8 dwellings per acre with floor area ranging from 900 to 1,200 square feet.
- o Patio Homes: One story attached homes clustered in a courtyard fashion and individually oriented toward an outdoor patio area; generally designed at 8 to 10 dwellings per acre with floor area ranging from 750 to 1,000 square feet.

- o Town Houses: Two story attached units in buildings with four or more units that are the traditional "Southern California condominium;" generally 10 to 12 dwellings per acre with floor areas ranging from 1,000 to 1,800 square feet.

Policy 22.b The following multiple family unit types are encouraged in the Residential Apartment category:

- o Town Houses: Two story attached units in buildings with up to eight or more units; generally 12 to 16 dwelling units per acre with floor areas ranging from 900 to 1,600 square feet.
- o Flats: The traditional apartment building where an individual unit is situated on a single level; generally 18 to 20 dwelling units per acre with floor space ranging from 600 to 1,000 square feet.

Policy 22.c Individual buildings should contain no more units than the following:

- 6 in the residential condominium category.
- 10 in the residential apartment category;

or, the buildings shall be designed with varying facades and rooflines to give the appearance of several buildings.

#### Building Orientation



#### Objective 23

Building orientation in multiple family housing should consider indoor and outdoor privacy, solar access, and overall aesthetic appearance.

Policy 23.a Buildings shall be oriented in random positions to avoid instances where living spaces of one structure face

the living spaces of another and significantly reduce indoor privacy.

Policy 23.b Private outdoor space should be designed with maximum consideration for privacy.

Policy 23.c Where feasible, private outdoor space should be located on the southern building exposure to capture the maximum amount of sunlight.

Policy 23.d Buildings should be oriented to maximize southern exposure to large window areas to encourage passive solar heating in the winter months.

Policy 23.e Buildings should be oriented in such a way as to create courtyards and open space areas, thus increasing the aesthetic appeal of the area.

## Building Design

### Objective 24

Building design should incorporate variety in the type of materials, colors, units, heights, and facades.

Policy 24.a Colors used in building design should be principally earthtones complemented by accent colors in muted reds, blues, greens, grays, and yellows.

Policy 24.b Materials used should be primarily textured materials such as stucco, rough sawn wood, and split-faced block.

Policy 24.c On wood frame structures primarily finished with stucco, a minimum of 10 percent of the exterior excluding garage doors and roof overhangs shall be covered with a complementary material and color.

Policy 24.d All buildings shall have roofs with overhangs to give a rural character appearance.

Policy 24.e Individual building heights





should be varied by the combination of one and two story units into a single building, through the use of different roof styles, or grade variations.

Policy 24.f Building facades should include relief to avoid a monotonous line.

Policy 24.g In row-type townhouses, each unit should be varied as to setback and height to provide visual relief.

Policy 24.h Stairwells shall be covered and precluded from general view through the use of wing walls or other means.

#### Objective 25

Public spaces should be created to provide opportunities for neighborhood interaction.

Policy 25.a Building orientation should provide a series of public spaces for recreation and general open space.

Policy 25.b Public spaces should be located within central areas accessible to the majority of the surrounding units.

#### Objective 26

Private spaces adjacent to dwelling units should be provided for individual open space.

Policy 26.a Private spaces such as patios or balconies should be provided for each unit.

Policy 26.b Private open spaces shall be no less than 10 percent of the floor area for the attached unit.

Policy 26.c Ground level private spaces shall be enclosed to the greatest extent feasible through the use of orientation and architectural projections.

## Amenities and Public Facilities

### Objective 27

Amenities and public facilities should be provided to serve the development residents.

Policy 27.a Laundry areas shall be provided in all multiple family projects unless provisions are made for individual laundry areas in each unit.

Policy 27.b Recreational amenities such as pools, spas, playground equipment, clubhouses, ball courts, and turf playfields should be provided based upon the type of units and expected residents' recreational needs.

## Access and Parking Area

### Objective 28

Access and parking areas should provide space and efficient flow and storage of automobiles that does not conflict with pedestrian areas.

Policy 28.a A minimum of two access points to an improved public right-of-way should be provided to all parking areas.

Policy 28.b Access areas should be fully improved and of sufficient width to accommodate two lanes of traffic.

Policy 28.c Residential Condominium area units shall be required to provide parking within the following guidelines:

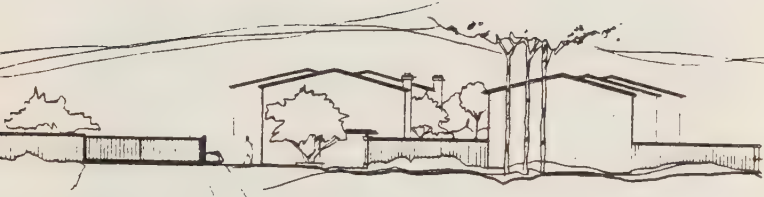
- One bedroom unit: 1 car garage and .75 guest spaces.
- Two bedroom unit: 2 car garage and .75 guest spaces.
- Three bedroom unit: 2 car garage and 1 guest space.
- Guest spaces should be within combined parking areas.

Policy 28.d Residential Apartment area units should be required to provide parking within the following guidelines:

One bedroom units: 1 covered and .50 uncovered.

Two bedroom units: 1 covered and 1.25 uncovered.

Three bedroom units: 1 covered and 1.75 uncovered



### Landscaping and Lighting

Policy 28.e Solid walls or fences not less than six feet in height shall be required along all property lines adjoining access or parking areas except where adjacent to another multiple family housing area.

### Objective 29

Landscaping should be provided to provide a more natural appearance; lighting should be provided for safe pedestrian and vehicular movement.

Policy 29.a A detailed landscaping and irrigation plan shall be prepared which delineates the species to be used, their size, location, method of planting, and provisions for long-term maintenance.

Policy 29.b A minimum of 50 trees per gross acre shall be provided in the following sizes: 20 percent: 24 inch box or larger, 70 percent: 15 gallon, and 10 percent: 5 gallon.

Policy 29.c Native Southern California or other drought-tolerant species should be used.

Policy 29.d Lighting shall be provided to adequately illuminate building entrances, access areas, parking areas, walkways, and stairways.

### Street Hardware

### Objective 30

Street hardware such as utility boxes, mailboxes, and trash disposal areas should be screened from general view.

Policy 30.a Landscaping should be used to screen utility boxes.



Policy 30.b Mailboxes should be located where readily accessible to all served.

Policy 30.c Trash enclosures constructed of sturdy materials should be located in parking areas well out of general view.

#### Commercial Design

Commercial activity in the City is almost exclusively located along Poway Road. The Poway Road commercial area has developed over several years and different generations of physical design are readily visible. Some of the design is contemporary and aesthetically pleasing. However, much of the design is less desirable with various design elements competing for a limited visual space. The purpose of the Commercial Design section of the Community Design Element is to establish a unified design theme for commercial activity in the City and particularly commercial activity along Poway Road.

The Commercial Design section is divided into four areas of review. The four areas are: image, circulation, site planning, and architecture.

The Land Use Element includes four commercial land use categories. The majority of the following design guidelines refer to each category. However, there are some guidelines that are specified for a particular land use category. This is particularly true for the Community Commercial and Neighborhood Commercial areas.

The guidelines included herein are an extension of the work done by the Poway Road Revitalization Advisory Committee from February to October 1982. Their work and final report were resource materials used in the preparation of the commercial design guidelines.

## Image

The image of Poway Road's commercial area today is a mixture of differing planning and architectural styles. There are no focal points or high activity areas, but only a 3.5 mile commercial strip with many different uses competing for attention in a limited visual space. The image subsection considers general changes that will need to occur along Poway Road and in other commercial areas to begin the process of revitalization. Particularly, guidelines direct future efforts to consider 1) the need for a balance between commercial activities and the present and future population of the City, 2) the reaffirmation of Poway Road as the principal commercial area, 3) the establishment of focal points and a central commercial area, and 4) the impact of signage on the viability of commercial activity areas. The implementation of these "image" guidelines will establish a framework for community commercial design and revitalization.

## Balance of Uses

### Objective 31

The amount and type of commercial activity in Poway should be balanced with the present and future population of the City to ensure a healthy environment for commercial activity.

Policy 31.a The City should prepare and adopt Poway Road Specific Plan that should include a commercial market analysis to determine both current and future commercial needs.

Policy 31.b The City should review all major commercial applications (i.e., uses which will result in an additional 40,000 square feet of commercial area or more) and make a determination based upon a market study as to whether the addition of the commercial area and uses will affect the balance between population and commercial activity.

## Commercial Activity Areas

### Objective 32

Poway Road should be the principal commercial activity area within the City and other commercial areas should not detract from Poway Road's economic viability.

Policy 32.a All public and private improvements along Poway Road shall support the long-term viability of the commercial activities.

Policy 32.b Other commercial areas (i.e., neighborhood centers or office complexes) shall not detract from the long-term viability of Poway Road as the principal commercial activity area of the City.

## Focal Points

### Objective 33

Focal points, or high activity areas, should be enhanced through community design features to encourage viable commercial areas.

Policy 33.a The following areas are designated as focal points because of current or future high activity:

- The western entry along Poway Road at Oak Knoll Road;
- The intersection of Poway Road and Pomerado Road;
- The intersection Twin Peaks Road and Pomerado Road;
- The intersection of Poway Road and Community Road;
- The intersection of Poway Road and Midland Road;
- The eastern entrance to the Poway Road business area at Garden Road excluding Garden Road itself.

Policy 33.b Design review of development applications at focal points shall strive to encourage the best representations of Poway's rural character.



## Central Commercial Activity Area

### Objective 34

A central commercial activity area should be established to provide community commercial uses within an architecturally integrated and enhanced area.

Policy 34.a The focal points along Poway Road at Community Road and Midland Road shall be integrated into a central commercial activity area.

Policy 34.b The Community Commercial Land Use category shall be designated within this area where appropriate to encourage centers and uses that will provide community-wide services.

Policy 34.c The central commercial activity area shall have an integrated design theme for the establishment of the areas as Poway's primary commercial activity area.

## Town Center Concept

### Objective 35

Within and adjacent to the Central Commercial Activity Area, the City should examine the feasibility of the development of a multi-faceted Town Center.

Policy 35.a The City should prepare a feasibility study to determine the full potential of the Town Center concept.

Policy 35.b The feasibility study should address the following issues:

- o types of uses (e.g. commercial, civic, recreation)
- o size of area
- o aesthetic standards
- o improvement of market demand
- o revitalization and redevelopment

## Signage

### Objective 36

Signage in commercial areas should balance the need for signs as a means to

identify businesses within the community and the rural character of the City.

Policy 36.a Signage height and size should be consistent with the low-profile nature and scale of buildings that are characteristic of Poway's rural character.

Policy 36.b Signage should be used for identification of commercial buildings and uses.

Policy 36.c Signage should be integrated into the overall site and architectural design process to provide signs that are consistent with architectural style, color, material, and landscaping themes.

## Access

### Objective 37

Access to commercial areas should be provided through the minimum number of points of ingress and egress.

Policy 37.a Where feasible, access shall be taken from adjoining collector or local roadways rather than from a primary, major, or secondary arterial roadway.

Policy 37.b Where access to a primary or major arterial roadway is necessary, access shall be limited to one point for 300 feet of frontage, or one point per parcel if frontage is less than 300 feet.

Policy 37.c Access points to adjoining lots should be shared wherever feasible.

Policy 37.d Major access points to centers or groups of parcels sharing a single point of ingress and egress shall be coordinated with openings in the center median and existing or planned access points on the opposite side of the roadway.

Objective 38

Medians should be constructed in roadways adjacent to commercial areas to direct traffic flow and provide a more scenic roadway area.

Policy 38.a All medians shall be raised with concrete borders. Median improvements at intersections should facilitate safe traffic movement through limited landscaping improvements; midblock areas should be landscaped to facilitate through traffic to designated turning movement areas.

Policy 38.b Medians in focal points should enhance the rural character of Poway Road with intense landscaping comprised of specimen size trees, drought-tolerant shrubs and groundcovers, and, in addition, stamped decorative concrete.

Policy 38.c Turning movements in focal points shall be directed to intersections or midblock areas where several parking areas are served by a single driveway.

Policy 38.d Other commercial areas should have raised medians which are improved with a textured surface such as stamped concrete with specimen trees spaced at regular intervals.

Policy 38.e The median in other commercial areas may be broken in select midblock areas to allow controlled turning movements, however, the locations should be limited to maintain a sense of design continuity.

Policy 38.f Entry themes that include intense landscaping and signage displaying City name and relevant information should be located within the median at selected entry points to the City.



## Pedestrian Travel

### Objective 39

Pedestrian travel along roadways in commercial areas should be encouraged through the creation of a safe and aesthetically pleasing walking area.

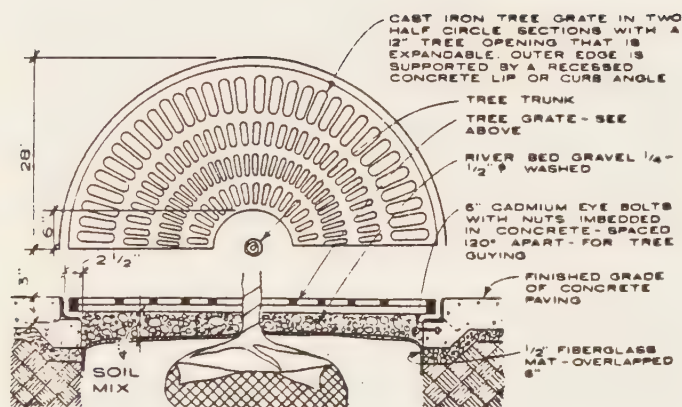
Policy 39.a Sidewalks shall be located adjacent to all commercial areas.

Policy 39.b Variations in the form of stamped or colored concrete in sidewalk material should be used in driveway areas to warn pedestrian of automobile traffic across sidewalk.

Policy 39.c Walkway, landscaping, building, and driveway design shall be coordinated to improve the line-of-sight for pedestrian and vehicular travel.

Policy 39.d Street trees should be located to shade the pedestrian travel area but not interfere with pedestrian movement through the following mechanisms:

- Trees used adjacent to sidewalks should have high crowns and be trimmed periodically to leave a minimum walking area at least eight feet in height.
- Tree wells may be cut in the sidewalk and covered with a semi-circle iron grating to avoid reducing the walkway area.



## Streetscape Design

## Objective 40

Streetscape design should encourage an aesthetic roadway area that integrates street hardware, signage, lighting, and landscaping.

Policy 40.a The design of the streetscape area should include an analysis of all of the relevant elements such as hardware, signage, lighting, and landscaping.

Policy 40.b Street hardware such as utility boxes, street standards, traffic signs, benches, and bus shelters should either be designed to blend with the rural environment or screened from view by landscaping.

Policy 40.c The use of lighting standards that embody a rural character through either design or materials of construction should be explored.

Policy 40.d Trees and landscaping within the median, along the walkway (street trees), and within commercial properties should be integrated to encourage complementary materials, locations, heights, and color.

#### Site Planning

Commercial site planning is a process requiring the integration of several variables. It involves the location, placement, relationship, and design of all site elements including buildings, parking areas, access, landscaping, and public spaces. These elements must be continuously interrelated.

In the past, Poway's commercial areas were not developed under a unified site planning concept and future redevelopment or new projects should strive to improve long standing problems. Greater emphasis should be placed upon improving the planning of individual and combined sites as the best method for creating a viable, revitalized Poway Road commercial area.

#### Compatibility

##### Objective 41

Individual site planning should consider the planning of adjoining parcels to ensure visual and functional compatibility.

Policy 41.a Site planning submittals for development review shall include the location of landscaping, parking areas,

access, and structures on adjoining parcels.

Policy 41.b The site plan shall illustrate compatibility with the planning of adjoining parcels in the areas of building configuration, building design, landscaping materials, parking configuration, and access.

Policy 41.c The site plan shall consider the feasibility of cooperative agreements for parking, access, and maintenance thereof.

Policy 41.d Where a commercial area abuts a residential planned area, the following improvements shall be made to ensure compatibility:

- Structures shall be adequately setback from the rear yard to avoid land use impacts.
- An eight foot high solid masonry wall shall be constructed along the adjoining property line.
- Landscaping in the form of trees shrubs, and groundcovers shall be planted within a five (5) foot area on the inside area of the wall.

#### Lot Size, Spacing, and Setbacks

#### Objective 42

Lot size, spacing and setbacks should encourage variety in the location of commercial structures.

Policy 42.a Front yard setbacks should be varied to discourage a monotonous line of buildings each the same distance from the street.

Policy 42.b Lot sizes and shapes should follow a rectangular pattern with a lot depth to lot width ratios between 2:1 and 3:1.

#### Parking and Access

#### Objective 43

Parking and access areas should be safe



and easily accessible, but should not dominate the visual appearance of the commercial area.

Policy 43.a On individual freestanding commercial structures, parking areas should be located to the side or rear of the building.

Policy 43.b Parking areas shall be screened by any or a combination of the following:

- earthmounding;
- landscaping;
- low decorative wall; and
- lowering the grade of the parking area below the street grade.



Policy 43.c All parking for commercial uses shall be within asphaltic concrete paved off-street parking areas.

Policy 43.d Variable parking space and aisle arrangements should be encouraged provide flexibility and creativity in parking lot design.

Policy 43.e Internal access and flow in parking areas shall be safe, well marked, and take into consideration the safety of the pedestrian.

Policy 43.f Motorcycle parking areas shall be encouraged.

Policy 43.g Bicycle racks shall be installed in all commercial centers to encourage bike riding as an alternative means of travel.

Policy 43.h The feasibility of shared parking areas and access between adjoining lots shall be considered.

Policy 43.i Parking areas shall drain so that storm and surface water will not be concentrated across sidewalks.

Policy 43.j Parking areas shall be

## Paving

adequately lighted through the use of directional lighting structures less than 25 feet in height.

### Objective 44

Decorative paving is encouraged to direct traffic flow and provide visual relief from large areas of asphalt.

Policy 44.a The use of decorative paving techniques such as stamped and colored concrete is encouraged, particularly for pedestrian paths in parking areas.

Policy 44.b Decorative paving should also be used around landscaped areas to provide a more aesthetic area.

## Landscaping

### Objective 45

Landscaping should complete the overall site planning by softening building forms, modifying the climatic conditions on-site, and defining the site area.

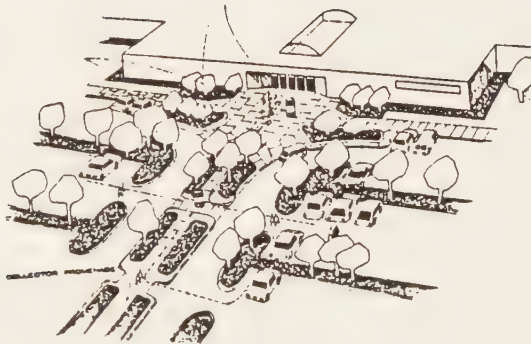
Policy 45.a Landscaping materials used should complement the dominant structures in height, size, and location.

Policy 45.b Front setback areas shall be landscaped with a combination of trees, shrubs, and groundcovers that help to soften the appearance of on-site structures and define pedestrian paths and the site area.

Policy 45.c Landscaping in parking areas shall include one 15 gallon size tree per every three parking spaces evenly distributed throughout the parking area.

Policy 45.d Deciduous trees should be used on southern and western building exposures to screen summer sun yet permit winter sun.

Policy 45.e Landscaping in parking areas should be dominated by trees that both screen and cool the parking area.



Policy 45.f The center of parking aisles as well as the end of parking bays shall be landscaped.

Policy 45.g The use of drought-tolerant landscaping materials is highly encouraged.

Policy 45.h All landscaped areas shall be watered by an automatic irrigation system and regularly maintained in a neat, healthy, and thriving condition free of weeds, trash, and debris.

## Signs

### Objective 46

The site planning of signs should consider visibility, location, and integration with overall site design.

Policy 46.a The location of freestanding signs should be integrated with other site planning elements, particularly building location and orientation, landscaping, and access points.

Policy 46.b Directional signs shall be small in size and located only where necessary.

## Outdoor Public Spaces

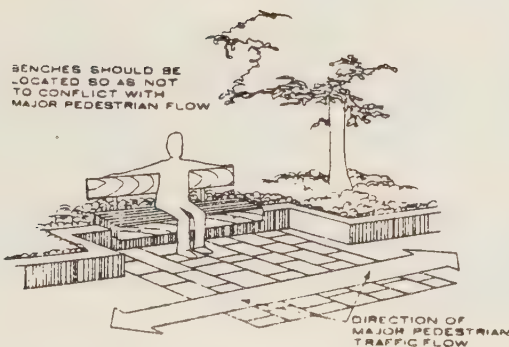
### Objective 47

Outdoor public spaces with seating areas should be integrated with site design of commercial centers to provide a more open commercial area.

Policy 47.a Commercial centers should provide outdoor public spaces with seating areas to complement the center area and provide an area for patrons to relax and rest.

Policy 47.b Seating areas should be landscaped with deciduous trees to block summer sun yet permit winter sun.

Policy 47.c Other public spaces such as small amphitheaters may be integrated into larger commercial centers to provide entertainment and attractions.





Policy 47.d Restaurants in commercial centers should consider providing outdoor eating areas.

#### Auxiliary Structures and Utilities

##### Objective 48

All auxiliary structures should be screened from general viewing.

Policy 48.a All auxiliary structures such as trash enclosures, kiosks, and storage buildings shall be located outside of the front yard area or adjacent to the side of the building.

Policy 48.b All auxiliary structures and mechanical equipment should be screened from view by architectural projections, solid walls, fencing, landscaping or color.

Policy 48.c All utilities should be located underground.

#### Architecture

While the site planning, landscaping, and parking areas are important to a visually aesthetic site, it is the commercial structures that actually dominate the appearance of a commercial area. A unified design theme of shape, size, color, and materials will greatly enhance the commercial areas of Poway.

#### Proportion, Size, and Shape

##### Objective 49

The proportion, size, and shape of new or renovated structures should be compatible with existing structures and Poway's rural character.

Policy 49.a The relationship of width and height of a new or renovated commercial structure should be compatible with similar proportions of existing adjacent buildings.

Policy 49.b All structures shall be no

taller than two stories or 35 feet, whichever is less.

Policy 49.c Large linear buildings should be broken by projections or recessed areas that give the appearance of smaller adjoining buildings.

Policy 49.d The appearance of massive or monumental scale buildings should be avoided through design or setbacks.

## Color and Materials

### Objective 50

Colors and materials used in construction should be consistent with Poway's rural character.

Policy 50.a Colors used in commercial construction should be primarily earthtones with complementary accents in muted shades of reds, blues, greens, grays, and yellows.

Policy 50.b A totally monochromatic appearance should be avoided through the use of complementary colors.

Policy 50.c Materials used in commercial construction shall have textured surfaces such as rough sawn woods, split-face block, stucco, and facade brick.

Policy 50.d Excessive use of smooth surface materials such as metal, plastic, and glass should be discouraged or off-set by overhangs or architectural projections.

## Projections and Details

### Objective 51

The use of projection and architectural details should enhance the facade of commercial structures by providing relief and variety.

Policy 51.a Building entrances and windows should be enhanced by canopies, balconies, or other architectural details that complement the building design,



Roofs and Rooflines

color, and materials.

Policy 51.b Walkways in commercial centers should be covered by a structural projection such as a canopy.

Policy 51.c Long linear buildings should be enhanced by relief provided by projections and recessed areas.

Policy 51.d Projections should enhance the building appearance through the creation of shadows.

#### Objective 52

Roofs and rooflines should complement the building proportion and also be compatible with adjacent structures.

Policy 52.a The size, type, and materials of the roof should complement the size, height, and shape of the building.

Policy 52.b The height of the roofline should be compatible with adjacent rooflines by avoiding radical changes in height.

Policy 52.c All rooftop mechanical equipment shall be completely screened from view from any adjoining street level and reasonably screened from adjoining residential areas by parapets or other roof structures.

#### Objective 53

Lighting should be provided for safety and identification.

Policy 53.a Directional lighting should be used to direct pedestrian or vehicular traffic.

Policy 53.b Lighting placed upon the building to should be architecturally integrated.

#### Lighting and Identification



## Signage

### Objective 54

Wall and window signs should be used for identification and be coordinated with building design.

Policy 54.a Wall and window signs shall be used for identification only.

Policy 54.b Signs should use complementary colors and materials and should not detract from the overall appearance of the building.

### Manufacturing Uses Design

The primary purpose of design guidelines in manufacturing areas is to lessen the visual and acoustical impact of production and storage. To this end, guidelines for building design should be oriented toward the function of the building rather than form. Landscaping should be used as a transition between the primary use and adjacent areas; solid screening should be used to hide unattractive areas or reduce adverse noise conditions. In 1983, Poway had only service manufacturing uses such as light production, fabrication, or storage. These uses are located on the east side of the Poway Road business district. Provisions are made in the Land Use Element for future manufacturing park uses. These areas would be intended for research, development, and administrative facilities in a park-like setting.

## Scale and Proportion

### Objective 55

Manufacturing buildings and sites should be consistent in scale and proportion with surrounding uses.

Policy 55.a The height, size, and shape of manufacturing buildings shall be compatible with surrounding structures or adequately buffered.

Policy 55.b Heights of structures shall be limited to two stories or 35 feet, whichever is less.

Policy 55.c Structures should be located, oriented, or designed using projections to avoid general views from street of long linear buildings.

## Lot Sizes, Shapes, and Setbacks

### Objective 56

Lot sizes, shapes and setbacks should be used to properly space buildings, provide areas for landscaping, and reduce conflicts between incompatible land uses.

Policy 56.a Varied setbacks should be used to avoid long linear views of buildings and encourage variety in building placement and orientation.

Policy 56.b All setbacks shall be landscaped.

Policy 56.c Where a manufacturing zone adjoins a residential zone, structures and storage shall be adequately setback to avoid land use conflicts.

Policy 56.d Lot sizes and shapes should follow a more rectangular pattern with a lot depth to lot width ratio between 1:1 and 2:1.

## Types of Construction

### Objective 57

Functional types of construction may be used when properly enhanced by complementary color, materials, or surfacing.

Policy 57.a Tilt-up concrete construction may be used when enhanced by any or a combination of the following conditions:

- texturing of concrete surface to simulate rough faced block or similar material;

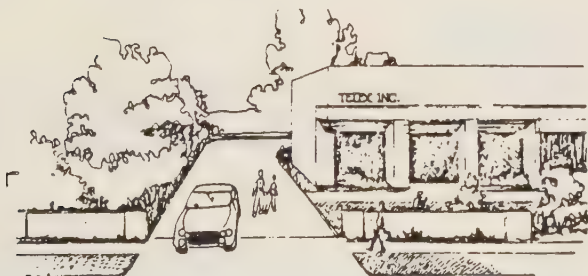
- addition of complementary materials such as rough sawn wood or other facades; and
- painting with complementary colors, particularly earthtones and muted reds, blues, and greens.

Policy 57.b Stucco covered wood frame structures shall be colored with earthtones and enhanced with complementary materials such as rough sawn wood.

Policy 57.c Masonry block buildings shall have textured surfaces such as split-face block.

Policy 57.d Metal buildings shall not be allowed except as accessory structures adequately screened in rear portion of lot.

## Screening



## Objective 58

Screening such as solid walls or fencing should principally serve as a device to restrict visual and acoustical impacts, but should also be designed to enhance the site area.

Policy 58.a Screening adjacent to roadways shall complement the architecture, color, and material of construction of the primary building(s).

Policy 58.b Screening adjacent to arterial roadways shall be enhanced by pilasters to reduce the monotonous line of a long continuous wall or fence.

Policy 58.c All loading and storage areas shall be adequately screened from view from the street or adjacent residential areas.

Policy 58.d Landscaping shall be integrated with all screening to soften the visual impact of the wall or fence.



## Circulation

Policy 58.e Adequate screening shall be placed along all boundaries adjoining residential planned areas to reduce noise levels in residential areas to 60 dBA CNEL.

### Objective 59

Access and internal circulation should foster safe and efficient pedestrian and vehicular traffic flow.

Policy 59.a Access shall be to side streets rather than primary or major arterials whenever feasible.

Policy 59.b Shared access with adjoining manufacturing sites should be considered when determining proper access points.

Policy 59.c Access points and internal access lanes should take into consideration the turning movement requirements of trucks to ensure safe ingress, egress, parking, and loading.

## Parking and Loading Areas

### Objective 60

Parking and loading areas should be located in side or rear yard areas.

Policy 60.a Parking areas shall be located outside of the front yard setback in the side or rear yard.

Policy 60.b Provisions shall be made for visitor, employee, and handicapped parking.

Policy 60.c Where limited retail operations are included in the use, parking shall be provided for the retail area under commercial use standards.

Policy 60.d Parking and loading areas shall be adequately screened from view by adjoining nonmanufacturing uses.

Policy 60.e Loading facilities shall be located in the rear of the primary structure.

Policy 60.f Adequate space shall be provided for the turning movements of trucks for loading.

## Landscaping

### Objective 61

Landscaping should be used to enhance the appearance of the manufacturing use by softening visual impact of buildings, parking areas, and screening.

Policy 61.a The front yard area shall be fully landscaped with trees, shrubs, and groundcover.

Policy 61.b Landscaping shall be placed around walls and fences to soften the visual impact of hard surfaces.

Policy 61.c Landscaping shall be provided along all setback areas.

Policy 61.d Drought-tolerant landscaping materials should be used.

Policy 61.e All landscaped areas shall be watered by automatic irrigation systems and maintained in a neat, healthy, and thriving condition free of weeds, trash, and debris.

## Lighting

### Objective 62

Lighting should be provided for safety, but should not impact adjoining areas.

Policy 62.a Directional lighting should be used to illuminate parking and loading areas.

Policy 62.b Lighting shall be shielded and directed so as to not shine on adjoining properties.

Policy 61.c Light standards shall be less than 25 feet in height.

## Signage

### Objective 63

Signage in manufacturing areas should balance the need for signs as a means to

identify businesses within the community and the rural character of the City.

Policy 63.a Signage height and size should be consistent with the low-profile nature and scale of buildings that are characteristic of Poway's rural character.

Policy 63.b Signage should only be used for identification of manufacturing buildings and uses.

Policy 63.c Signage should be integrated into the overall site and architectural design process to provide signs that are consistent with architectural style, color, material, and landscaping themes.

#### SCENIC ROADWAYS

Poway is fortunate to have many outstanding topographical and scenic features. Situated in a network of valleys, local residents have the opportunity to view several mountain peaks, including Mt. Woodson, Iron Mountain, and Twin Peaks, in addition to other prominent ridgelines that penetrate into the developed area of the City. There are also several scenic areas that are combined with grasslands or riparian open space. In total, the peaks, ridgelines, and open space areas represent a considerable public scenic investment which should be protected and enhanced.

#### Scenic Roadway Concept

The purpose of designating scenic roadways is to identify certain roads in Poway as having an obvious scenic value and to then provide guidelines to preserve that value. People often have an idealized picture of what constitutes a scenic roadway. They envision images of a pastoral, meandering roadway through the countryside or a rocky rambling road





through the mountains. Most scenic routes do depend on natural landscapes for their aesthetic qualities. However, in Poway there also exists the need to preserve, enhance, and to a certain extent "show-off" the community's rural history and image. Roadways that cross through these areas can also be considered as scenic.

#### Existing Scenic Highways Programs

The State of California has an extensive statewide scenic highway program. California has many natural and man-made scenic features that have been preserved and can be viewed by travelers along the state's extensive road system. In the San Diego area, the designated and eligible scenic highways are primarily oriented toward either the Pacific coastline or the mountain and desert areas to the east.

The County of San Diego has had a local scenic roadway program for several years. Through its Scenic Highways Element, it has designated several scenic routes. Most of these routes are local roadways that link state scenic highways. Within the Poway area, the County designated Espola Road from the western City limits to Poway Road; Poway Road from Espola Road to State Highway 67; State Highway 67 in its entirety; Pomerado Road from the southern City limits to Beeler Canyon Road; and Beeler Canyon from Pomerado Road to State Highway 67, as scenic highways located in the Poway area.

#### Poway Local Scenic Routes

The City of Poway recognizes the need to continue the basic framework of the County's Scenic Highways Element by redesignating the County identified roadways as City Local Scenic Routes. However, Poway has adopted its own guidelines for preserving the scenic aspects of these roads. Also, Midland

Road between Hilleary Road and Twin Peaks Road has been designated as a scenic route because of the many historic and cultural features that exist aside the road that are of significant value to the City.

#### Goal

Scenic areas, prominent vistas, and areas that typify Poway's rural history and image should be protected and enhanced.

#### Designation of Local Scenic Roadways Objective 1

The City should identify and designate local scenic roadways.

Policy 1.a The following roadways shall be designated as local scenic roadways:

Espola Road: Espola Road is probably the most scenic route in Poway. It typifies Poway's rural image and has several long-range vistas of Mount Woodson and Iron Mountain. There are also several aesthetic open space areas along Espola Road that have significant scenic value because of significant grasslands and oak and eucalyptus tree stands. Espola Road also is the entrance to the City's most significant park land area, the combined Lake Poway and Clyde E. Rexrode Wilderness Area.

State Highway 67: State Highway 67 (SH 67) only travels through Poway for approximately two and one-half miles, but the area is extremely scenic. SH 67 is located on a high mountain plateau along the foothills of both Mount Woodson and Iron Mountain.

Pomerado Road: Pomerado Road between the southern City limits and Beeler Canyon Road shall be designated as a local scenic

roadway. Pomerado Road winds through the southwestern quadrant of the City through a range of hills that separate Poway from the Scripps Miramar Ranch area of San Diego.

Midland Road: Midland Road is the center of the old Poway townsite. There are several historic structures still standing on Midland Road including the Kent House and the Plaisted Home (see the Archaeological, Cultural, and Historical Preservation Element for more information). Also along Midland Road is the "Old Poway" area, a specialty commercial area adapted to have a rural, western look. The Archaeological, Cultural, and Historic Element recommends that the Midland Road area be designated as a historical significance area that will require future development or improvements to utilize a rural or western architectural frontage style. Designating Midland Road as a scenic roadway will also assist in this effort.

South Poway Arterial: The Circulation Element delineates a future arterial highway traveling through the South Poway area. Once completed the roadway would connect Pomerado Road and State Highway 67 via Sycamore Canyon Road. As the Buehler Planned Community is developed, the South Poway Arterial should be improved to offer the roadway user an aesthetic traveling area.

## Criteria for Protection

### Objective 2

Significant open space areas and scenic vistas along local scenic roadways should be protected.

Policy 2.a Where not inhibited by existing or approved development, the



# SCENIC ROADWAYS MAP



LEGEND

 DENOTES SCENIC ROADWAY



City shall require an open space easement of 50 feet from the ultimate width right-of-way line along all scenic routes except Midland Road.

Policy 2.b Where not inhibited by existing development, the City shall require single story structures not to exceed 22 feet in height within 100 feet of the ultimate right-of-way line except along Midland Road.

Policy 2.c The 50 foot open space area adjacent to the right-of-way shall be landscaped and maintained, if necessary, to enhance the scenic roadway area.

Policy 2.d Any new residential developments backing upon a scenic roadway shall have decorative solid walls and/or landscaped earthen berms to enhance the scenic quality of the area.

Midland Road

### Objective 3

The rural image of Midland Road should be protected and enhanced.

Policy 3.a The City shall encourage new development or improvements to existing development to utilize an architectural style that is characteristic of late 19th or early 20th Century buildings in Poway.

Policy 3.b The City shall encourage the continuation of the "Old Poway" commercial area as a speciality commercial center.

### ARCHAEOLOGICAL, CULTURAL, AND HISTORIC PRESERVATION

Whereas most Southern California cities have chosen to exchange their rural or farming community beginnings for urban development, the City of Poway has chosen to retain its rural character and image. Important in this decision is the desire to preserve the vestiges of



Poway's beginnings such as historic landmarks. The preservation of historic landmarks expand the community's view of who we are, where we have been, and what we want to become. The tangible presence of buildings and sites that speak of other people, cultures, or times are a form of history and enable the residents of Poway today to chart some of the paths to the present and future. Without the many reminders of early Poway that still remain the City's ability to define its "rural character" might not be possible.

Two basic periods of time are generally used in categorizing historic landmarks; prehistoric and historic. Prehistoric culture in Poway is comprised of three different and successive aboriginal groups. The first group was known locally as the San Dieguitos. This group has been hypothesized to have been a hunter-gatherer society subsisting on local small and large game animals and natural fruit and vegetable resources. Following the San Dieguitos, the La Jollan cultural group appeared. The heaviest concentration of the La Jollan resided in the coastal area and along major drainage systems. Also a hunter-gatherer group, they differed from the San Dieguitos in two respects. First, they depended upon shellfish and seed collecting as basic food supplies and second, the La Jollan possessed an advanced grinding technology.

The last aboriginal group to occupy the area, the Kumeyaay, is well documented in both archaeological and ethnographic literature. They occupied the coastal regions, oak woodland hills, and inland valleys of the southern portion of the county. This culture occupied the area at the advent of the Spanish missionaries and eventually the Spanish occupation and division of the land into ranchos of the late 1700's and 1800's. Most of the archaeological sites that exist in Poway

today are evidences of the Kumeyaay Indian civilization. The name "Poway" is derived from the Kumeyaay "Paguay."

The historic period of Poway's past began with the Spanish missionaries in the late 1700's. The Spanish occupation continued until Mexico became an independent nation in the 1820's. During this time, the "Paguay" Valley as it was called, was used primarily as grazing land for the mission and rancho cattle. Soon after the Mexican-American War and California statehood, white settlers came into the valley area and began to farm the land.

The last historic period in Poway's past existed for approximately 100 years with the first white settlers entering the valley in 1859. The historic structures that are standing today were constructed during this period principally between 1880 and 1910.

In discussing historic preservation, it is necessary to look at three important issues. First, Poway's rural character today is a result of the City's heritage and a desire on the part of the community residents to preserve and enhance that rural heritage. Therefore, there is a value to the community in the preservation of historic structures and places. However, it is impossible to place a monetary figure on this value.

The second issue relates much more to the question of monetary value to the private property owner. None of Poway's historical sites are held in public ownership; all are owned by private individuals or groups. There is a monetary value associated with the ownership and maintenance of an historic structure. If the community requests the property owner to maintain the historic structure in its present condition, or even enhance it, the community should make provisions for assisting the property owner in some manner.



Poway Historical Society

In order to maintain an historic structure for the good of the community, several new points of legislation have been added to California law to compensate the owner of an historic structure for maintenance and expenses. These laws look at modifications to building codes, special property, business, or income tax assessments, and loans or grants for rehabilitation from local, state, or federal agencies.

The third aspect of discussion is in regard to the need to register Poway's prehistoric and historic sites and structures with state and federal historic preservation offices. As of March 1983, only the Community Church is registered as an historic structure with the State Office of Historic Preservation. There are several other structures or places in Poway that should be registered. Also, many communities have local registrations and markers placed by local historical societies such as the Poway Historical Society. The community as a whole will need to support these efforts if they are to be successful.

To accomplish these goals, a process needs to be initiated to identify, evaluate, and categorize the historic features of Poway. This process should begin with a survey of historic features and continue through with policies regarding preservation and enhancement.

Poway also has many archaeological resources as a result of the habitation of this area by several aboriginal groups. Many resources have already been discovered, however, within the open space areas of Poway there is the potential for many more. To guide the City in determining possible archaeological resources, an Archaeological Resources Sensitivity Map has been included based primarily upon past surveys and physical conditions that



# MIDLAND ROAD SCENIC/HISTORIC AREA

- 1 POWAY COMMUNITY CHURCH
- 2 CROSWAITHE FARM
- 3 DEARBORN FARM HOUSE
- 4 I. O. G. T. HALL
- 5 PLAISTED HOUSE
- 6 KENT HOUSE
- 7 KENT HOUSE
- 8 KENT FARM HOUSE

SOURCE: AS I REMEMBER POWAY  
WRITTEN BY MARY VAN DAM  
PUBLISHED BY POWAY HISTORICAL

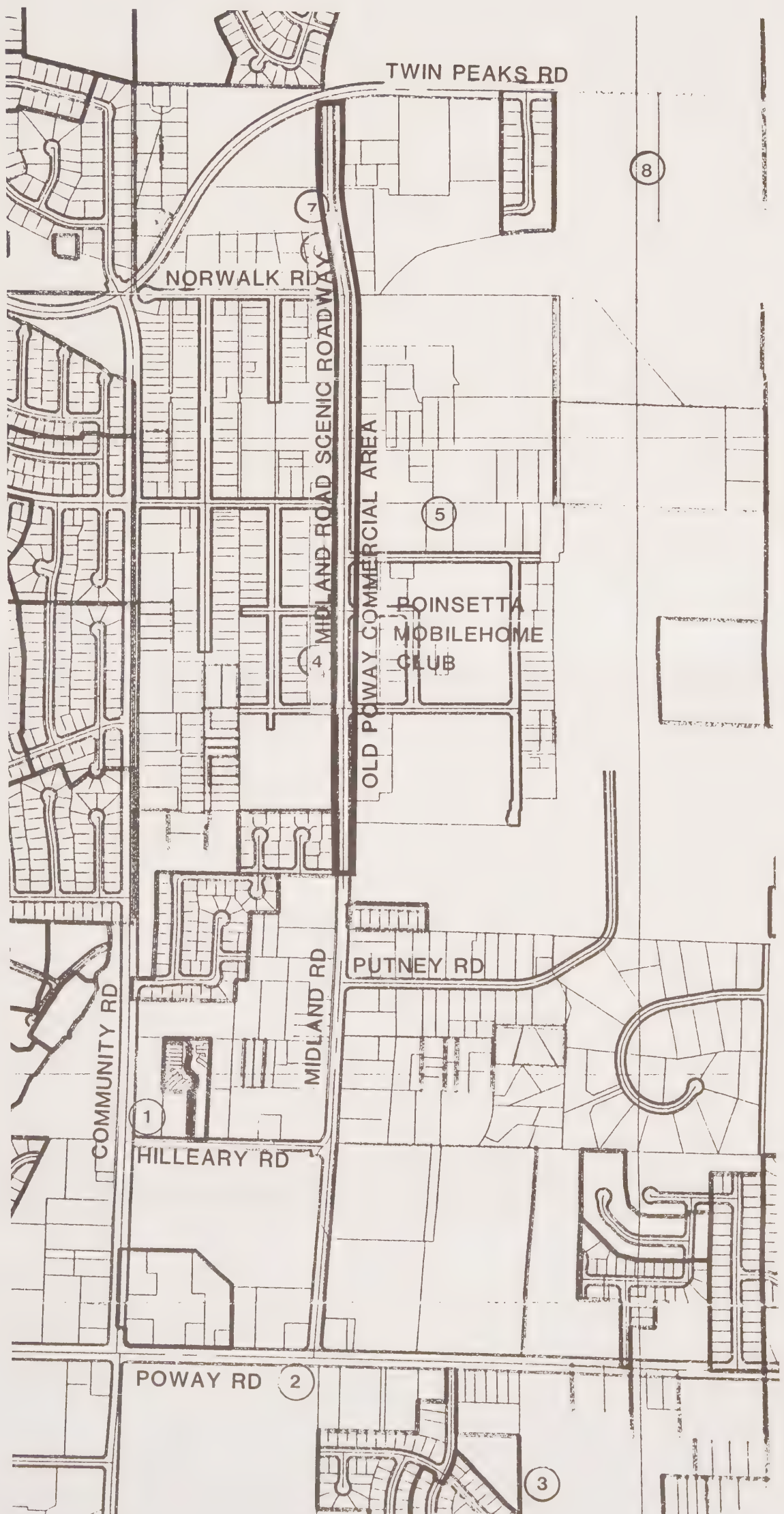


FIGURE 11



would be most likely to be places of habitation or food preparation. The map divides the open space areas into three sensitivity categories; high, medium, and low.

#### Goal

Archaeological, cultural, and historic structures or places are an important community asset, a significant feature of Poway's rural character, and should therefore be preserved.

### Historic Features Survey

#### Objective 1

A comprehensive survey should be undertaken to identify and evaluate those historic structures or places in Poway.

Policy 1.a The City, in cooperation with the Poway Historical Society should initiate a comprehensive historic survey of Poway; the survey should locate structures or places of historical significance and analyze their condition and need for rehabilitation.

### Registry of Local Historic Features

#### Objective 2

Local prehistoric and historic structures or features which meet state or federal requirements should be registered.

Policy 2.a The City shall support community efforts to register local prehistoric and historic features that meet state or federal requirements.

Policy 2.b The City shall study the feasibility of implementing a local historic registry program.



### Historic Structures Building Code Requirements

#### Objective 3

The City should encourage the rehabilitation of historic structures through adopting building and other code amendments for historic structures.



Policy 3.a The City shall maintain appropriate legislation to apply alternative building code requirements as deemed necessary on an individual basis to preserve historic structures.

Policy 3.b The City shall maintain appropriate legislation prohibiting the demolition of an historic structure without an evaluation of the condition of the structure and the costs of rehabilitation.

#### Taxation of Historic Property

#### Objective 4

Where feasible, owners of historic properties should receive tax advantages for maintenance and rehabilitation.

Policy 4.a The City shall study the feasibility of securing contracts with property owners of historical structures or places to restrict the use or alteration of the property or structures as defined in Government Code Section 50280 et. seq. for tax advantages in the form of an historic easement.

Policy 4.b In the event that a contract or historic easement is executed, the City shall inform the County Assessor of the agreement and encourage the Assessor to re-examine the assessment of the property based upon the agreement.

#### Historic Structures and Land Use

#### Objective 5

The land use for and around historic structures or places should be consistent with the community's desire for preservation.

Policy 5.a Historic structures or places should not be designated for land uses that would lead to their depreciation in value or their demolition.

Policy 5.b Adjacent land uses should not conflict with the preservation of an historic structure or place.

## Historic Structures and Circulation

### Objective 6

Ultimate road widths and design should be consistent with the desire to preserve historic structures or places.

Policy 6.a The City shall avoid wherever feasible the widening of roadways or the increase in traffic usage of a roadway adjacent to an historic structure.

Policy 6.b Because several historic structures are located along or adjacent to Midland Road, the following guidelines shall apply in its future development:

- Unless necessary because of potential pedestrian or traffic hazards, Midland Road between Edgemore Street and Twin Peaks Road shall not be widened beyond its current improved width.
- Other than improvements deemed necessary for the safety of children attending Midland School, physical improvements within the right-of-way of Midland Road should be deferred.
- In the event that the City prepares a specific plan for Midland Road as an historic district or area, physical improvements consistent with the plan shall be required for all new permits for building, development, or substantial alteration.

## Historic Structures and Community Design

### Objective 7

Historic structures or places are an important feature of community design and should be preserved and enhanced.

Policy 7.a Standards shall be developed for community design adjacent to historic structures to ensure that the integrity of the structure and its surroundings are preserved.

Policy 7.b Because of several historic structures along Midland Road, Midland Road should be designated as an historic district from Edgemore Street to Twin Peaks Road, be designated a scenic roadway, and a specific plan should be developed and implemented which will portray Midland Road as it might have been at the turn of the century.

## Archaeological Resources

### Objective 8

Archaeological resources found in Poway should be preserved or mitigated consistent with their intrinsic value.

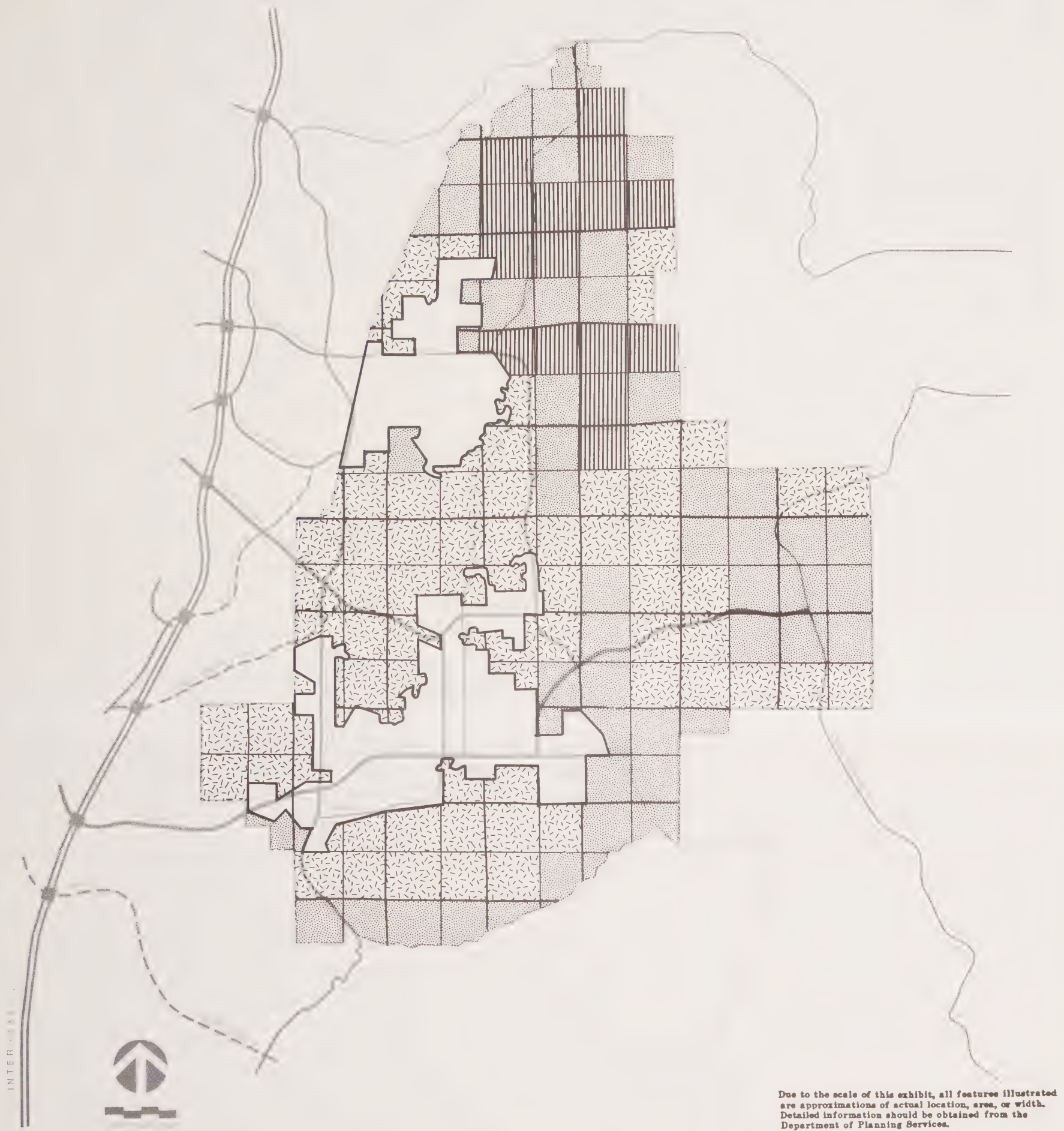
Policy 8.a Due to Poway's rich prehistoric heritage, it is believed that significant sites and artifacts still may exist untouched in the City's rural areas; prior to the approval of development projects in these areas an archaeological survey should be performed.

Policy 8.b Figure 11, the Poway Archaeological Sensitivity Map, shall be used when reviewing development applications in the following manner:




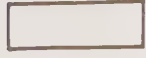
- Application within a high sensitivity area shall be required to submit a site resources review prepared by a qualified archaeologist.
- Projects within a medium sensitivity area shall be required to submit an archaeological review if the subject parcel is 20 acres or greater.
- Projects within a low sensitivity area shall be required to submit an archaeological review if the subject parcel is 80 acres or greater.
- Areas not designated should not be required to submit a site



# ARCHAEOLOGICAL SENSITIVITY MAP



## LEGEND

-  LOW SENSITIVITY
-  MEDIUM SENSITIVITY
-  HIGH SENSITIVITY
-  DEVELOPED AREAS



resources review unless existing  
information warrants a site  
survey.

Policy 8.b All archaeological reviews  
shall be performed by qualified  
archaeologists and shall include a  
records search and thorough site survey.

Policy 8.c The City shall follow the  
mitigation measures determined necessary  
by the archaeologist preparing the report  
unless expressed overriding  
considerations exist.

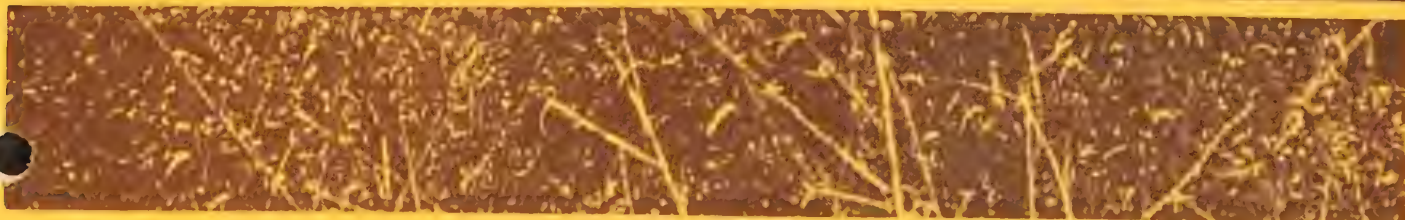
Policy 8.d The City shall develop a set  
of criterial establishing the City's  
preferred method of archaeological  
review and reporting consistent with all  
state laws.







## RESOURCE MANAGEMENT







### CHAPTER 3 RESOURCE MANAGEMENT

The City of Poway comprises an area that has many natural resources such as the creeks and channels, canyons, grassland areas, and mountains. These areas provide the City with rich, aesthetic visual resources that add to the City's rural character and support a significant amount of native plant and animal life. The Resource Management Chapter contains provisions to conserve and manage the City's natural resources. Identified in the chapter are those areas of significant value to the community such as:

- o Land Resource Conservation
- o Water Resource Conservation
- o Plant and Animal Resource Conservation
- o Open Space

The objectives and policies included herein are directed at ensuring that the development of the City does not interfere with the intrinsic value of these resources unless the overall community need is overriding.

One additional area of consideration in this chapter is energy conservation. The Energy Conservation Element discusses more efficient, cost-effective methods of using and producing energy resources.

State law requires cities and counties to identify environmental resources and to prepare and implement policies relating to the utilization and management of these resources. The specific sections that are addressed by this element include:

- o Section 65302(d) of the Government Code which requires the preparation of a conservation element to specify policies for the conservation, development, and

utilization of natural resources including water and its hydraulic force, forests, soils, rivers, and other waters, harbors, fisheries, wildlife, minerals, and other natural resources.

- o Section 65302(e) of the Government Code which requires preparation of an open space element that addresses the use of land for preservation of natural resources, managed production of resources, outdoor recreation, and public health and safety.
- o Section 65303 of the Government Code permits a community to prepare additional elements if they are deemed to be important. The City of Poway recognizes the realities of energy shortages, and therefore, an Energy Conservation Element has been included. The element addresses the need to conserve energy as well as to look at alternatives to the use of nonrenewable energy sources.

## LAND RESOURCE CONSERVATION

Land has historically been one of the most valuable resources. The nature of land in regard to its location, soil composition, topographic features, and as watershed determines the value not only in monetary terms, but also to the community as a whole. The Land Resource Conservation Element refers to the relative value of the soil composition and land form types that exist in the City.

### Soil Composition

The knowledge of the soils suitability or limitations in Poway assist in the process of determining proper land uses and conserving limited resources, if

TABLE 21

## GENERAL SOIL ASSOCIATIONS OF POWAY

1. Ramona - Placentia Association

A well drained to moderately well drained sandy loam that has a subsoil of sandy clay over granitic alluvium; generally occurs up to 15 percent slope; has a moderate to high shrink-swell behavior; poses severe limitations to septic tank usage; has a slow to very slow run-off permeability; and is high erosive.

2. Redding Association

A well drained cobbly loam and gravelly loam that has a gravelly clay subsoil over a hardpan; generally occurs to 9 percent slope; has a high shrink-swell potential; poses severe limitations to septic tank usage; has a very slow run-off permeability; and is highly erosive.

3. Redding - Olivehain Association

A well drained gravelly loam and cobbly loam that has a subsoil of gravelly clay over a hardpan of cobbly alluvium; generally occurs up to 50 percent slope; has a moderate shrink-swell behavior; poses severe limitations to septic tank usage; has very slow run-off permeability; and is highly erosive.

4. Fallbrook - Vista Association

A well drained sandy loam and coarse sand loamy that has a subsoil of sandy clay loam and sandy loam over decomposed granodiorite; generally occurs between 9 and 30 percent slope; has a low to moderate shrink-swell behavior; poses severe limitations to septic tank usage; has a slow run-off permeability; and is highly erosive.

5. Cienaba - Fallbrook Association

An excessively drained to well drained coarse sandy loam and sandy loam that has a subsoil of sandy clay loam over decomposed granodiorite; generally occurs between 9 percent and 75 percent slope; has a low to moderate shrink-swell behavior; poses severe limitations to septic tank usage; has a moderate to slow run-off permeability; and is highly erosive.

6. Exchequer - San Miguel Association

A rocky well drained silt loam over metavolcanic rock; generally occurs between 30 percent and 70 percent slope; has a low to high shrink-swell behavior; poses severe limitations to septic tank usage; has a very slow permeability; and is highly erosive.

7. Fraint - Escondido Association

A well drained sandy loam and very fine sandy loam over metasedimentary rock; generally occurs between 30 percent and 70 percent slope; has a low shrink-swell behavior; poses severe limitations to septic tank usage; has a slow to very slow permeability; and is highly erosive.

8. Diablo - Altamont Association

A well drained clay; generally occurs between 5 percent and 15 percent slope; has a high shrink-swell behavior; poses severe limitations to septic tank usage; has a very slow permeability; and is slightly erosive.



TABLE 22

## SHRINK-SWELL BEHAVIOR

Low	Moderate	High
	Ramona	Placentia Redding Redding
Vista Cienega Eschequer	Olivehain Fallbrook Fallbrook	
Priant-Escondido		San Miguel
		Diablo-Altamont
Factors Affecting Shrink-swell Potential	Shrink-swell Potential	
Potential	Low	High
Amount of clay and predominant clay mineral	0-18% clay and any clay mineral or 0-35% Kaolinitic clay	18-35 mixed or montmoril- lonitic clays > 35% mixed or montmoril- lonitic clays

Source: Soil Survey: San Diego Area, California by U.S.D.A. Soil Conservation and Forest Service; December 1973.

TABLE 23

## SEPTIC TANK EFFLUENT DISPOSAL

Slight	Moderate	Severe
		Ramona - Placentia Redding Redding - Olivehain Fallbrook - Vista Cienega - Fallbrook Eschequer - San Miguel Priant - Escondido Diablo - Altamont

## Explanation:

Slight means that soil properties are generally favorable, or in other words, limitations are minor and easily overcome and the soil can support a filter field of appropriate size that is properly installed and maintained.

Moderate and Severe indicate progressively greater limitations and the need for compensating measures. In some areas, enlargement of the filter fields suffices, but in others, limitations may be severe enough to preclude the use of a standard septic tank-filter field disposal system.

Source: Soil Survey of San Diego Area, California

## Soil Management Techniques

necessary. It can also help in avoiding the economic losses, social costs, and severe individual hardships that result from structural damage to homes by the failure of private subsurface sewage disposal systems; from the preemption of suitable sources of construction material near developed areas; and from brush fires, soil erosion, and sedimentation. In the following pages, the Land Resource Conservation Element identifies and evaluates the general soil composition in Poway in terms of the soil associations that exist and some of the soil-related problems that can occur without proper soil management.

Table 21 illustrates the general soil associations that exist in Poway; Figure 13 delineates their boundaries.

Table 22 illustrates that the soil associations located in Poway do pose problems for development because most of the soils have high shrink-swell behavior, are not generally suitable for septic tanks, do not capture and hold run-off well, and are highly erosive. Tables 23, 24, and 25 further illustrate the relative problems associated with the soils found in the City.

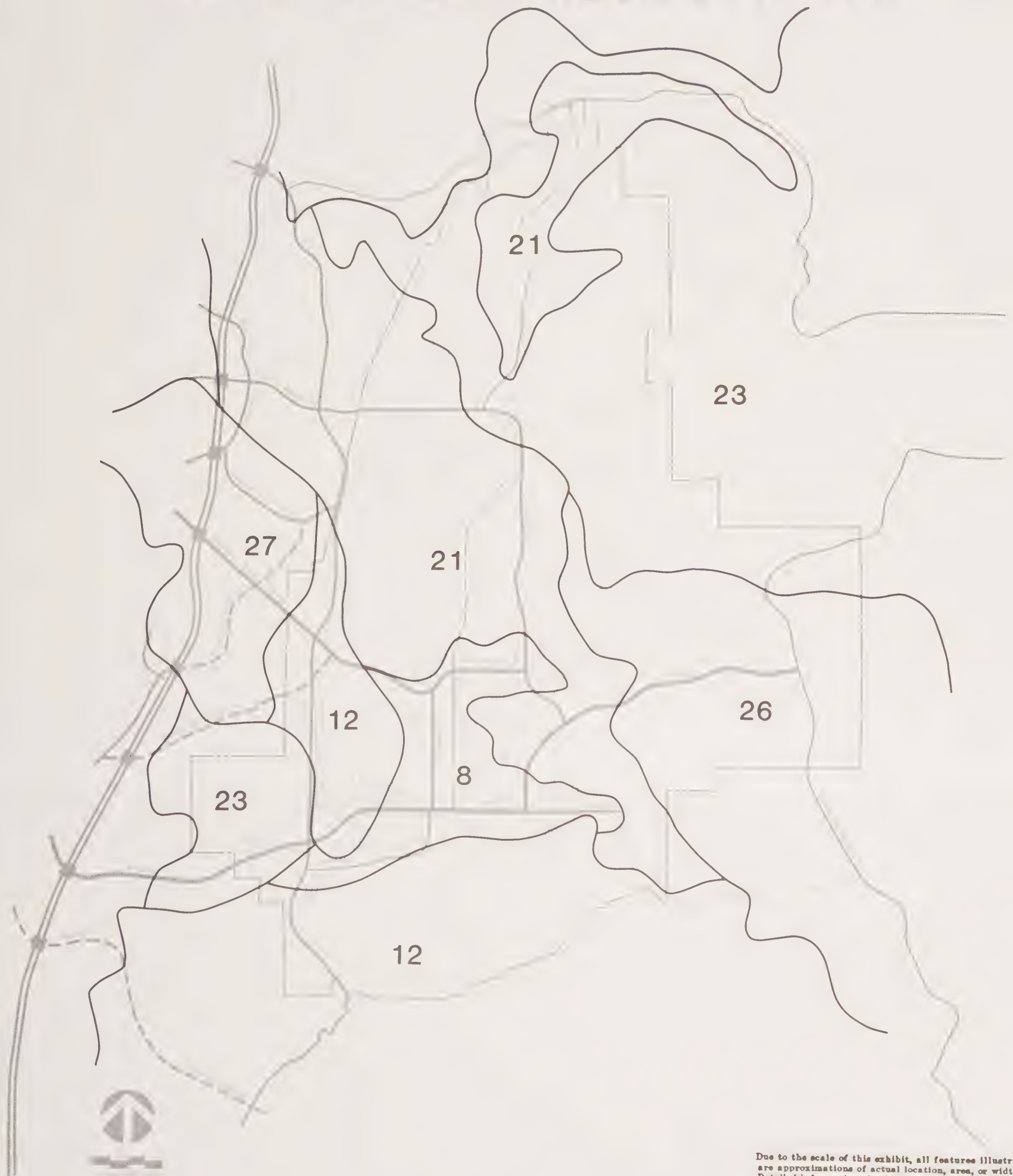
## Goal

Land resources in the City should be preserved through proper soil management techniques, the protection of significant landforms, the preservation of watershed areas, and the recognition of valuable mineral resources.

## Objective 1

The City shall establish and maintain proper soil management techniques to reduce the adverse effects of soil-related problems such as shrink-swell behavior, erosion, run-off potential, and septic tank failure.

# GENERAL SOIL ASSOCIATIONS



Due to the scale of this exhibit, all features illustrated are approximations of actual location, area, or width. Detailed information should be obtained from the Department of Planning Services.

## LEGEND

8 RAMONA-PLACENTIA  
12 REDDING-OLIVENHAIN  
21 FALLBROOK-VISTA

23 CINEBA-FALLBROOK  
26 FRIANT-ESCONDIDO  
27 DIABLO-ALTAMONT





TABLE 24

## RUN-OFF POTENTIAL OF SOILS

A	B	C	D
		Ramona-Placentia	Redding
		Fallbrook-Vista	Redding-Olivenhain
	Cienega-Fallbrook		Escondido-Plant
			Exchequer-San Miguel
			Diablo-Altamont
A. Soils with high infiltration rate when thoroughly wetted, chiefly deep well-drained to excessively drained. Rate of water transmission is high; run-off is low.			
B. Soils have moderate infiltration rate when thoroughly wetted; soils are moderately deep, moderately well drained, coarse textured rate of water transmission is high.			
C. Soils have slow infiltration rate when thoroughly wetted; soils that have a layer impeding downward movement of water, or soils that are moderately fine to fine textured soils that have a slow infiltration rate. Rate of water transmission is slow.			
D. Soils have very slow infiltration rate when thoroughly wetted; chiefly clays that have a high shrink-swell potential; soils that have a high permanent water table, soils that have a claypan or clay layer near the surface; soils over nearly impervious material; transmission is very slow.			

TABLE 25

## SOIL EROSION BY WATER

SLIGHT	MODERATE	SEVERE
Diablo-Altamont		Ramona <sup>4</sup> -Placentia <sup>3</sup>
		Redding <sup>4</sup> 3
		Redding <sup>3</sup> -Olivenhain <sup>4</sup> 3
		Fallbrook <sup>4</sup> -Vista <sup>1</sup>
		San Miguel <sup>1</sup> -Exchequer <sup>1</sup>
		Plant <sup>3</sup> -Escondido <sup>4</sup>
Slight	rating indicates that water erosion is a minor problem and the soil is suitable for building sites or other intensive use if other factors are favorable.	
Moderate	ratings indicate that protective and corrective measures are needed before and during the time the soil is used.	
Severe	numbers indicate soil properties or qualities that affect erodibility:	
	1. Slope.	
	2. Surface layer texture.	
	3. Depth to rock or hardpan, or any layer that restricts permeability.	
	4. Grade of structure within surface layer.	

Policy 1.a Development proposed in areas where there is a high shrink-swell behavior causing expansive soils shall be required to use appropriate construction techniques recommended by a registered engineer.

Policy 1.b Erosion shall be controlled during construction through proper planning and grading techniques.

Policy 1.c Long-term erosion shall be controlled by vegetation replanting and the installation of proper drainage control devices where necessary.

Policy 1.d The City shall maintain appropriate legislation which ensures proper erosion control during both the construction phase and over the long-term.

Policy 1.e Open space, undeveloped, or agricultural areas should not be disturbed to the extent that erosion will occur without the initiation of proper soil management measures.

Policy 1.f Soils having a high or moderate permeability capacity or rate should be left in their natural state to reduce run-off and encourage groundwater recharge.

Policy 1.h Parcels within the sewer district boundary but not within close proximity to an available sewer transmission line should be required to install a dry sewer hook-up for future utilization of the community sewer system.

Policy 1.i Septic tanks should be limited to parcels of one acre or greater unless circumstances exist that make the connection to a sewer transmission line impossible on existing parcels greater than one-half acre but less than one acre.

Policy 1.j All septic tanks shall be approved by the County Department of Environmental Health as a result of on-site tests certified by a qualified engineer.

#### Landforms

Ridgelines and prominent hillsides are considered to be significant City land resources worthy of conservation. They are a significant feature of the rural character of Poway. In the past, many of the prominent ridgelines and hillsides have been developed indiscriminately with homes.

#### Ridgelines and Hillsides

##### Objective 2

Ridgelines and prominent hillside areas should be retained in open space.

Policy 2.a The City should not approve any land use change that will place development upon a major ridgeline.

Policy 2.b Development of hillside areas shall balance the retention of open space areas with areas for new construction.

Policy 2.c Slope/density formulas found in each of the rural residential zones shall be used as guidelines in conserving prominent hillsides.

Policy 2.d Planned developments should be used in urban areas to conserve prominent hillsides.

Policy 2.e The City shall perform a study to determine the prominent ridgelines and hillsides including an analysis of their characteristics and value to the community.

#### Watershed Areas

The mountains on Poway's eastern boundary are part of an extensive network of canyons and creeks forming a major

watershed area. Most of this area is covered with coastal sage scrub vegetation. The City of Poway considers the maintenance of the watershed capabilities of these areas as a very important objective. Significant changes to these eastern mountain areas that would reduce the watershed capability of this land would severely impact the areas of the Poway adjoining natural creeks and channels.

## Watershed Preservation

### Objective 3

Watershed areas in the eastern Poway mountains should be preserved to maintain the health, safety, and welfare of residents living adjacent to the City's major creeks in the Poway valley.

Policy 3.a Watershed areas with slopes greater than 25 percent shall be retained in parcel sizes of 40 acres or greater.

Policy 3.b Development of watershed areas with less than 25 percent slopes shall retain as much natural vegetation as feasible; clearing of vegetation should be limited to access roads, homesites, and fire break buffering.

## Mineral Resources

Poway's only known valuable mineral resource is construction quality sand and gravel. The South Poway area of the City appears to have a significant amount of sand and gravel. Currently, one sand and gravel extraction operation is located in Beeler Canyon on the southernmost portion of this area.

## Mineral Resources

### Objective 4

Sand and gravel resources located in the South Poway area should be evaluated as to their value prior to extensive development of the area.

Policy 4.a Prior to the approval of



development in the South Poway area, an assessment should be made of the value of the sand and gravel deposits located therein.

Policy 4.b Limited sand and gravel extraction may occur in the South Poway area consistent with local, state, or federal surface mining regulations.

#### WATER RESOURCE CONSERVATION

Natural water systems such as surface waters and groundwater are a key element in the environmental composition of the community. Surface waters induce vegetative growth, create and sustain animal habitat, and provide natural borders in the form of creeks and channels. Groundwaters also induce vegetation, but more importantly, they provide long-term water storage. The City of Poway considers the natural waters a principal resource worthy of active conservation.

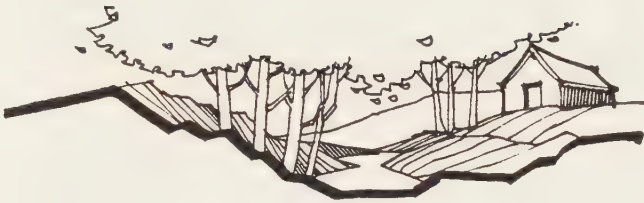
#### Goal

Water resources in the City should be conserved through the retention of the natural drainage system, the protection of limited groundwater resources, and domestic water conservation measures.

#### Surface Waters

Poway is divided between two major drainage areas. The northern one-half of the City flows into the San Pasqual and Lake Hodges area while the southern one-half flows into Los Penasquitos Canyon. Major creeks in the northern one-half of the City include Thompson Creek, Green Valley Truck Trail Creek, Green Valley Creek, and Warren Canyon Creek which flows into Lake Poway. In the southern one-half the creeks include Penasquitos Creek, Beeler Creek, Poway Creek, Rattlesnake Creek, and Pomerado Creek.

## Surface Waters



### Objective 1

Creeks, channels, and local drainage areas should be retained in the natural state to the greatest possible extent.

Policy 1.a Creeks and channels in rural residential land uses shall be retained in their natural state through adequate buffering.

Policy 1.b In urban areas, creeks and channels should be retained in their natural state, however, the protection of life and property may require the use of concrete channels or other methods of controlling water flow.

Policy 1.c Natural locations and rates of discharge into creeks and channels should not be increased without sufficient mitigation to ensure that significant alteration of the natural system will not occur.

Policy 1.d Substances such as toxic wastes or untreated sewage shall not be discharged into the City's natural water resources.

Policy 1.e The City shall maintain appropriate legislation to keep the major natural watercourses free and clear of debris and refuse that can restrict the location and flow of water.

### Groundwater Resources

In recent years, it has been determined that San Diego County's groundwater resources are being depleted much faster than they are being recharged. This condition is called "overdraft." Poway is no different than the rest of the County. Geologic and soil conditions in Poway are not conducive to the replenishment of the limited groundwater supply that exists. Therefore, Poway has existed and grown on imported water after the establishment of the Poway Municipal

Water District.

However, some areas of the City are not served by the community water system. The foothill and mountain areas of the eastern portion of the City must rely on groundwater pumped from wells to use for potable water and to irrigate agriculture, primarily avocados. The Old Coach area in particular is a small, rural residential community totally served by individual wells.

Due to the fact that Poway has limited means in which to recharge the groundwater that does exist, the lack of community water service is considered a deterrent to land development except for very large lot residential uses as specified in the Land Use Element. The City should continue to closely monitor applications for land division, development, and construction in areas where wells will pump groundwater to ensure the groundwater supply is not prematurely depleted.

## Groundwater Resources

### Objective 2

Groundwater resources should be protected to ensure that the available supply is not prematurely depleted.

Policy 2.a Rural land uses that require wells for potable water supply shall conform to the City's groundwater policy.

Policy 2.b Rural land uses may use wells where it is not feasible to connect to the community water supply if it can be proven that an adequate supply of good quality groundwater is available.

Policy 2.c The City shall maintain appropriate legislation or guidelines to ensure that an adequate groundwater supply is available prior to development review approval.



## Water Conservation

Policy 2.d Agricultural uses are not encouraged on wells that could deplete the groundwater supply.

### Objective 3

New construction and development should conserve water through minimizing water usage and waste.

Policy 3.a All residential construction shall be required to install low-volume toilets, showers, and faucets.

Policy 3.b New development projects should install water-conserving appliances (washing machines, dishwashers).

Policy 3.c The usage of primarily drought-tolerant plants shall be required through development review approval of landscaping plans.

Policy 3.d Residential projects having common green areas and all commercial, manufacturing, and public projects shall be required to install automatic irrigation systems.

Policy 3.e The usage of drip irrigation shall be required where feasible.

Policy 3.f Alternative water conservations systems such as greywater usage in residences shall be examined and initiated, if feasible.

Policy 3.g New residential construction shall be preplumbed for reclaimed water through a dual on-site distribution system.

Policy 3.h Residential units connected to the community sewage collection system shall not use salt-based water softners.

## PLANT AND ANIMAL RESOURCE CONSERVATION

The physiography and climate of Poway sustains a variety of plant and wildlife resources. These resources are an important part of Poway's rural character.

### Goal

Plant and animal resources are an important part of Poway's rural character and should be preserved.

### Plants and Vegetation

The major vegetative community types include chamise chaparral, grassland, southern mixed chaparral, agriculture, and oak woodland. Coastal sage scrub comprises nearly 50 percent of the vegetation in Poway. Table 26 delineates the extent of the vegetative communities in Poway. In terms of relative value, the creekside oak woodland areas are particularly significant because even though they comprise the least overall area, they sustain the greatest variety of plant and animal life.



Another important aspect of plant life in Poway is trees and particularly large tree stands. Trees are very important to Poway's rural character; the California Live Oak is displayed on the City's seal. Other significant trees in Poway are the sycamores and eucalyptus. Eucalyptus trees are introduced species many of which were planted years ago as windbreaks. Their preservation should be encouraged where appropriate to maintain and enhance Poway's rural character.

Poway also provides the habitat for several rare or endangered plant species. These plants were abundant in past years and have been greatly diminished by development and changes to their habitat caused by development. The rare or endangered plants in Poway should

TABLE 26  
VEGETATION/HABITAT TYPES IN THE CITY OF POWAY

Type	Acres	% of Total	Characteristics
Southern Coastal Sage Scrub	8466	35.9	Dominant species are Flattop Buckwheat, Coastal Sagebrush and Laurel Sumac, forming an open scrub ranging in height from 0.6 to 1.5 meters. Disturbance includes grazing and graded roads.
Mixed Chaparral	2507	10.6	Dominant species are Chamise, Scrub Oak, Mission Manzanita, Black Sage and Ramona Ceanothus, forming very dense stands of approximately 1.0m to 3.5m in height. Relatively undisturbed.
Chamise Chaparral	2475	10.5	Dominant species is Chamise, with limited amounts of Black Sage and Mission Manzanita; very dense and from 1.5 to 2.0m in height. Relatively undisturbed.
Southern California Grassland	1847	7.8	Dominant species are Purple Stipa, Foothill Stipa, Wild Oat, Brome Grasses, and herbaceous perennials such as Lilac Mariposa. Usually solid cover, and from 0.2 to 0.5m in height.
Southern Oak Woodland	299	1.3	Coast Live Oak-dominated, ususally forming a continuous canopy in seasonally wet drainages, or on the margins of Riparian Woodlands. Understory plants include Poison oak, Wild Rye, and California Brickellbush.
Riparian Woodland	202	0.85	Western Sycamore, Coast Live Oak-dominated, forming an open canopy. Trees are large, with some dead wood. Widely-spaced Sycamores occurring in some canyons are not mapped as Riparian Woodland. Includes human developments along Pomerado Road.
Riparian Scrub (Floodway)	105	0.44	Dominated by Broom Baccharis, Mule Fat, seedling willows and Tamarisk. An open cover, ranging from 0.1m to 2m. in height.
Ponds and Lake Poway	72	0.30	Small Black and Arroyo Willows at dams; Green Sedge and other wet site species at edge.
Disturbed Areas	7593	32.2	Areas of non-native plant cover such as cultivated fields, orchards and groves, and urbanized landscape.
Eucalyptus Stands	46	0.19	Large specimens of various species which were planted.



be protected against unnecessary encroachment to preserve their habitats until much more is known about their status.

## Plant Resources

### Objective 1

Plant resources, particularly the oak woodlands, significant tree stands, and the rare or endangered plant species, should be conserved through buffers, planned developments, and revegetation.

Policy 1.a The City considers the oak woodland areas along creeksides in Poway as areas of natural significance and shall limit the encroachment of development into these areas.

Policy 1.b Development, including roads, shall be setback from creekside areas a sufficient distance to avoid any damage to these areas.

Policy 1.c Large tree stands comprised of oaks, sycamores, or eucalyptus shall be integrated into project design instead of removed.

Policy 1.d The City should adopt and maintain appropriate legislation to prohibit tree-poaching and the needless removal of mature oaks, sycamores, and eucalyptus trees.

Policy 1.e Development shall not disrupt the habitat of rare or endangered plants; the City shall require a biological assessment performed by a qualified biologist in areas where the existence of a rare or endangered plant is known or reasonably estimated to be present.

Policy 1.f Rural or rural residential development should only remove natural vegetation sufficient to locate homesites and construct access roads.

Policy 1.g Urban developments shall be required to revegetate graded areas with

primarily native plant species.

Policy 1.h Street trees shall be required in all development projects.

#### Wildlife Resources

It is not uncommon in Poway to see wildlife roaming the City. Poway's rural character and large areas of untouched open space have retained a variety of wildlife within the City limits. This experience exists in few cities today. Poway's wildlife are considered an important part of the "City in the Country" atmosphere.

#### Wildlife Resources

##### Objective 2

Wildlife resources should be conserved through buffering and planned developments.

Policy 2.a The review of rural and rural residential development shall consider the impact on animal habitat.

Policy 2.b Remote areas considered for rural or agricultural land usage should survey the wildlife significance of the area by a qualified biologist, if necessary.

Policy 2.c The City shall maintain appropriate legislation to prohibit unlawful hunting of wildlife in Poway.

#### OPEN SPACE

The vast amount of open space land in Poway is a significant part of the rural character of the City. The mountains that surround the City, the creeks that cross the valley floor, and the agricultural areas remind us of Poway's beginnings; each is an integral part of the rural lifestyle.

California planning law regarding open

space is extensive and explicit about what an Open Space Element should do. Article 10.5 of the California Government Code (commencing with Section 65560) states that an open space plan should address the following:

- o preservation of natural resources;
- o preservation of land used for resource production such as agriculture;
- o preservation of open space land used for recreation;
- o avoidance of land that poses a public health and safety hazard;
- o discouragement of premature and unnecessary conversion of open space; and
- o definition of an orderly pattern growth and development that takes into consideration open space.

#### Open Space Inventory

There are four major areas of open space within the City. They are the undeveloped areas to the north, east, and south; the creek areas; the agricultural areas; and public and private open space land such as parks and wilderness areas.

The undeveloped open space lands that surround the Poway valley comprise approximately 60 percent of the total City land area. Most of this area is in open space because of topography, the lack of adequate public services, and the lack of adequate access. The area is the most significant biological area in the City because it remains as a basically untouched area where plants and animals are left virtually undisturbed. It also is an area of significant scenic value because of the numerous hills and mountains such as Iron Mountain, Mt. Woodson, Goat Peak, and several unnamed hills. These areas should be protected from premature and unnecessary encroachment by development until such time as there is the need to expand the



developed area of the City to accommodate new homes or jobs. This General Plan assumes, however, that the development of these areas is beyond the foreseeable future, a time frame of more than ten years. An important element of the preservation of these areas is the need to retain land ownership and usage in large parcels greater than 20 or 40 acres. The larger parcels will serve to: 1) preserve the biologically significant habitat of these areas; 2) preserve the scenic value and enhance the rural character of Poway; and 3) preserve the integrity of larger parcels, thus avoiding a fragmented land use pattern which places greater demands on public services.

The creeks and channels that cross the valley floor should be preserved for both aesthetic and public safety reasons. From the aesthetic standpoint, the creeks and the vegetation that grows around them contribute significantly to the rural character of the City. The creeks provide visual reminders of how the City appeared when farmers first arrived in the mid-1800's. These watercourses are used as trail settings for hiking and riding and sustain significant biological resources.

In regard to the public safety value of the creeks and channels, Poway's flood control depends almost entirely on natural channels rather than improved concrete channels. Poway must keep the creeks and channels open and unencumbered to reduce the chance of life and property loss.

Poway began as a farming community over 100 years ago and some of the agricultural areas still remain. Avocado orchards are the primary form of agriculture today. While the City does not encourage the expansion of agricultural uses, it recognizes the need to protect the current investments that

individuals have made. Over time it is expected that the agricultural areas will be converted to very low density rural residential. However, the General Plan does encourage the combination of agricultural and rural residential uses as is now developed in High Valley and parts of Green Valley.

The final area is public and private recreation and wilderness areas. The City has an extensive public park and recreation system. In the future the City hopes to expand the park areas in various neighborhoods and dramatically increase the wilderness area through the acquisition of approximately 1,900 acres on the City's eastern perimeter from the Federal Bureau of Land Management. These 1,900 acres, in addition to the existing Lake Poway and Rexrode Wilderness, will create an approximately 6,000 acre regional recreation wilderness area with a variety of active and passive recreational opportunities. Private recreation, golf, and equestrian clubs also provide significant open space areas and their continued use is encouraged.

#### Goal

The community's natural resources shall be preserved and protected in open space areas to contribute to the rural character of Poway, thus providing a link with the City's past.

### Open Space Preservation

#### Objective 1

Open space should be preserved through appropriate land use policies that recognize the valuable natural resources that exist in the City.

Policy 1.a Open space lands are a valuable natural resource that enhances Poway's rural character.

Policy 1.b All land use changes should be consistent with the desire to preserve

Poway's open space area.

Policy 1.c Discontiguous land use patterns which encroach into open space areas shall not be approved.

Policy 1.d In-fill development shall be encouraged to preserve outlying open space areas.

## Mountainous Areas

### Objective 2

The mountainous areas of Poway are a valuable natural resource and should be preserved through appropriate land use policies.

Policy 2.a The mountainous areas of Poway shall be principally designated for open space with limited rural development where adequate services exist.

Policy 2.b The recreational value of the mountainous areas may be enhanced through the development of a continuous system of trails for hiking and riding.

Policy 2.c Mountainous areas now held in public ownership shall be retained public ownership to preserve the open space.

## Creekside Areas

### Objective 3

Creekside areas should be retained in their natural state to ensure greater public safety and preserve a valuable natural resource.

Policy 3.a The major creekside areas should be retained in the natural state through buffers from adjoining incompatible land uses.

Policy 3.b Natural creeks and channels are encouraged rather than improved, concrete channels.

Policy 3.c The City shall maintain appropriate legislation to keep the creeks and channels free and clear from obstructions.



## Agricultural Lands

### Objective 4

Agriculture in conjunction with rural residential land uses should be encouraged where compatible.

Policy 4.a Agriculture as a part of a rural residential area is considered compatible.

Policy 4.b The City should discourage large-scale agricultural development of open space to preserve the present scenic value and not place a burden upon the City's long-term water supply.

Policy 4.c Grazing on open space lands is considered a suitable agricultural land use.

## Public and Private Recreation Land

### Objective 5

The preservation of open space through public and private recreational land is encouraged as the best means of long-term protection and management.

Policy 5.a The City shall continue to acquire significant open space areas through dedication or purchase, when appropriate.

Policy 5.b The City shall manage the public recreational lands to optimize the in passive use while not disrupting the natural environment.

Policy 5.c The City shall encourage private recreational uses as a means of preserving large amounts of open space land.

### ENERGY CONSERVATION

Every Poway resident and business owner is an energy consumer. In this respect, they are no different from the citizens of similar communities elsewhere in California and the United States. Direct and indirect energy consumption patterns

affect all aspects of our daily lives.

Direct energy consumption includes the use of energy to heat or cool structures, operate motor vehicles, cook, provide light or illumination, and communication. Transportation utilizes a significant portion of our available resources. It is within the direct energy consumption categories that the City can do the most to promote energy conservation and to reduce the City's reliance upon traditional energy resources.

Less obvious forms of energy use are considered indirect energy consumption. Typically, this kind of energy use would include areas such as manufacturing of materials or goods. For example, home construction uses energy for the production and transportation of lumber or masonry, and the consumption of energy on the construction site. Indirect energy conservation requires greater involvement and cooperation among neighboring jurisdictions.

The City of Poway can commit itself to greater energy efficiency by implementing strategies which will reduce the City's reliance on nonrenewable sources of energy. Land use, transportation, and construction decisions should consciously consider current energy issues and should reasonably utilize locally available energy resource alternatives.

The escalating costs of personal energy consumption and the ever-decreasing availability of some of the vital sources of fuel reinforce the critical need to increase our efficiency in the use of energy. To some extent, energy conservation is an individual responsibility; that is, personal efforts to minimize energy use will prove more effective and less costly than will a complex system of government regulation. This section of the Element discusses the current energy issues and suggests local

policy options to encourage a positive approach to conservation.

#### Regional Perspective

Among other newly adopted responsibilities, Poway now has the ability to participate in regional energy conservation planning. San Diego Association of Governments' "Regional Energy Plan Update" cites the following four goals:

- o Ensure that the region's energy demand is based on the most efficient use of energy possible and that energy supplies are reliable and sufficient to meet the economic and social goals identified in the Regional Comprehensive Plan.
- o Minimize the energy expenditures of the region's households, businesses, industries, and public agencies.
- o Minimize negative environmental effects of supplying and using energy.
- o Minimize the consumption of nonrenewable resources in supplying and using energy.

This regional overall energy strategy could result in estimated net consumer savings of over \$9 billion (1982 constant dollars) between now and the year 2000. This is about 12 percent of the total estimated consumer energy bill for this 18-year period. Direct energy costs (electricity, natural gas, and gasoline) are estimated to total about 15 percent of per capita disposable income in this period.

If fully implemented, the regional overall energy strategy has the potential to save about 40 percent of annual



natural gas consumption and 17 percent of annual electricity consumption in 1990 and 2000. The recommended overall energy strategy also has the potential to meet growth in peak electricity generation capacity needs and almost completely eliminate the need for expensive oil and natural gas-fired electricity generation. Transportation tactics incorporated from the 1980 Regional Transportation Energy Plan recommendations can save three to five percent of annual motor vehicle fuel consumption.

#### Local Focus

Once made, the decision to concentrate fiscal and human resources on energy technology does not guarantee results. The initial policy statement for energy awareness should be supported by a set of energy guidelines for both residential and nonresidential use. Above all, there is a need to relate local energy objectives to all elements of the General Plan. Land use and circulation patterns are very much a by-product of the various levels of energy self-sufficiency achieved by preferred lifestyles.

The foundation of this Energy Conservation Element is based upon obtaining the following types of information:

- o Identification of how conventional energy resources are supplied and the problems associated with this supply system;
- o An evaluation of how energy is consumed in the community;
- o An assessment of how the reliance on conventional energy resources can be reduced by greater energy efficiency and the development of local resources such as solar, wind, hydro, alcohol, fuels, and

geothermal resources; and

- o Policy recommendations for promoting energy conservation and the use of renewable resources.

Poway currently imports virtually all of the nonrenewable energy consumed. Nonrenewable energy is derived from sources where the supply is finite and will either be unavailable or in short supply in the long-term future. Since these nonrenewable resources are imported into the City from either domestic or foreign sources, their cost and availability will depend on factors and events well beyond the control of the community. Equally important is the reliance on imported energy resources which represents an outflow of dollars from the community, only a portion of which returns to the City in revenue to local government, wages and salaries to local residents, or profits and dividends to local businesses and stockholders.

According to information from utilities and to common energy use estimates, the largest components of energy consumption are:

- o Transportation (gasoline and diesel fuel);
- o Energy conversion and transmission bases; and
- o Residential natural gas and electricity.

The largest components of household energy use are automobile transportation, home heating, air conditioning, and domestic water heating. Because of the large amount of energy waste involved in electric power generation, savings at the user end also result in savings in conversion and transmission.

Energy conservation itself is a source of

energy because it is a substitute for additional energy. To be most effective, City policy should concentrate on those areas where the greatest amount of energy can be saved and in areas where the local jurisdiction is the most appropriate strategic level.

#### Energy Conservation Measures

Recognizing that the automobile will continue to be the preferred mode of personal travel for the foreseeable future, and that this trend depletes vast amounts of energy in addition to consuming materials to build cars and roads, Poway should actively pursue the development of an efficiently designed circulation system. Traffic flow on major roads can be enhanced by the installation of signal synchronizers and/or a signal interconnect system. Adjoining commercial areas should be oriented to facilitate pedestrian and bicycle movement. Major employers should be encouraged to assist employees in establishing car or van pooling programs. The City can also designate and implement park-and-ride lots to connect with the regional transportation and transit network.

Single-occupant vehicle trips and multiple service trips can be minimized by making appropriate development decisions. Greater density development in the southern area of the City, particularly on Poway Road, would save energy and be a more efficient use of the available land. Additionally, increased densities along Poway Road would reduce travel time to local shopping, recreation, and entertainment establishments. Clustering of residential and nonresidential buildings can also provide opportunities for efficient operation of solar and cogeneration systems.



## Energy Conservation Practices

The major opportunities for energy savings for a family lie in saving auto miles traveled and in reducing space heating and cooling loads for their home. Major strategies to accomplish this include location of the living place near work, shopping and cultural/leisure activities; use of alternative transportation to make these trips; and construction of energy-efficient homes. Similar opportunities for savings also exist in the commercial and industrial sectors. At the same time, new energy sources can substitute for existing, nonrenewable sources in some applications. Solar energy and use of alternative motor vehicle fuels and stationary boiler fuels are examples of alternative energy use. Passive solar building design, passive and active solar system installation, cogeneration, improved circulation system facilities and design, management of City energy usage and the monitoring and distribution of energy information are all methods the City can implement to reduce total dependence. Achievement of greater energy self-sufficiency will also require the more efficient use of nonrenewable energy resources. Compared with communities which are committed to nonrenewable energy consumption pattern by virtue of pre-existing development pattern, Poway has the opportunity to increase local energy conservation; this will result in increased economic stability and assurance that community residents will continue to enjoy their present quality of life.

Single family detached dwellings have a higher heat loss per square foot of floor area than individual dwellings in condominiums, townhouses, semi-detached dwellings and units in apartment buildings. The reduction in the ratio of exterior wall area to horizontal floor

area (which, excluding curved surfaces, is lower for a simple square floor plan) also reduces energy/heat losses. Thus a one story house of rectangular or "L" shape has the same heat loss as a two story square layout house. In both cases walls and ceilings are insulated. The use of "H" or "T" shaped floor plans results in even higher heat losses compared to the square layout.

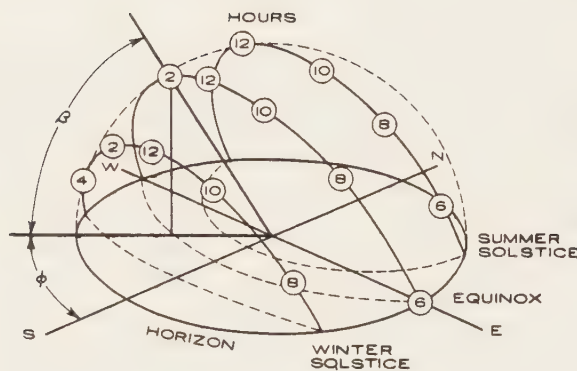
Insulation in floors, walls, and ceilings makes a large difference in heat loss and heat gain. A well insulated Poway home has little need for air conditioning on most warm-weather days. The use of insulation with effective thermal resistance designation R-19 in ceilings and walls with R-11 in floors will considerably reduce annual heating and air conditioning costs.

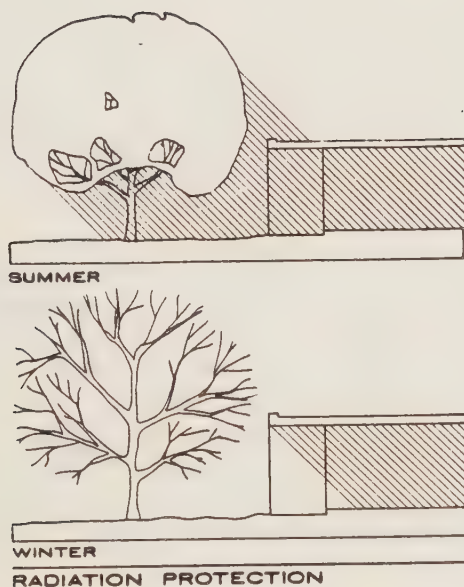
For slab-on-grade houses, edge insulation reduces heat losses from the interior. If perimeter heating ducts are used under the slab, even greater heat losses will be avoided by using edge insulation.

Insulated thermal windows can further reduce interior energy loss, as can use of storm doors and sealed fireplace flues to reduce air infiltration, and of light exterior colors to reduce solar heat gain. Summer heat gain can be minimized by locating ventilating windows to capture gentle sea breezes.

All swimming pools and spas should be heated by a solar system. Household water heating systems should be designed and plumbed for passive solar connection at the time of construction. Existing houses using all-electric utilities should be evaluated for solar system retrofits at the time of sale.

In general, an eave overhang of 24 to 32 inches will shade exposed southerly walls and windows from the direct rays of the summer sun. In the winter months, the





low azimuthal path of the sun (closer to the horizon) allows some of the sun's rays to penetrate under the eaves and provide a desirable heat gain. It is thermally advantageous to use more glazing in southeast, south, and southwest exposures, and shade these openings by trees, shrubs, or awnings as well as eave overhang to reduce summer solar heat gain. Evergreen trees on the northeasterly exposures act as a barrier to strong Santa Ana wind conditions. Deciduous trees on southerly exposures shade the building in the summer; yet upon dropping their leaves in winter, allow solar heat gain. Shrubs, trellises, and hedges should be carefully planned to provide natural wind breaks for building entrances. Air conditioner condensers must be located in shaded areas with plenty of natural ventilation.

State imposed Title 24 Energy Regulations for room additions and new residential construction could effectively realize as much as a 65 percent consumption savings in a typical preregulation detached dwelling unit. The regulations vary according to 16 climate zones. Poway is in climate zone 10. Many mandatory energy efficiency features have to be incorporated into construction in most climate zones under the new regulations.

Poway recognizes that it is a significant regional energy consumer and acknowledges and supports regional efforts to reduce nonrenewable energy consumption. Cooperation and active participation in the discussion of current energy issues will bring insight to the City and encourage better relations between jurisdictions. Programs such as the Municipal Solar Utility should be evaluated and initiated.

The installation of a passive solar system is currently the most effective method to reduce the costs of heating



TABLE 27  
POWAY ZIP CODE 92064 UTILITY ACCOUNTS

	Residential	Commercial	Combined*
Electric	10,013	2,783	11,301
Gas	8,086	1,926	8,518
Electric Only	1,927	857	2,784

Source: SDG&E, February 1983.

domestic water supplies, water for clothes washers, cooking, and cleaning dishes in houses which do not have natural gas service. Table 27 indicates that in Poway there are 1,927 all-electric SDG&E residential accounts and 857 all-electric commercial SDG&E accounts. Solar retrofits are encouraged for both residential and commercial consumers.

Cogeneration provides a unique opportunity to sell energy back to SDG&E for major commercial, industrial and multiple family residential projects. Under specific conditions set by SDG&E, waste heat from electrical generation is recaptured and used on-site for heating, absorption air conditioning, process use or to generate steam. A second type of cogeneration system uses low-pressure steam that is normally wasted in high-pressure steam production. In 1982, the Poway's Franciscan Inn installed a cogeneration system which was designed to meet their domestic and swimming pool heating needs. Poway should continue to encourage the business community to explore a variety of individual or joint venture applications of this technology.

Where appropriate, Poway should encourage the development of alternative energy technology businesses which generate employment opportunities in the City. A high priority should be given to those programs which provide jobs and other economic benefits within Poway.

#### Goal

Reduction of the community's reliance upon traditional energy sources should be encouraged through the initiation of energy conservation practices and the utilization of available energy technology.

Objective 1

The City shall implement energy strategies which establish a clear energy policy for community members to follow.

Policy 1.a The City shall encourage the generation of ideas, plans and programs for the further development of Poway as an energy-efficient City through the following strategies:

- o Continue and expand the use of energy audits and energy monitoring practices for publicly owned facilities and start programs to retrofit where necessary.
- o Evaluate and establish an energy committee and/or energy coordinator position if either are determined to be potentially beneficial to the community.
- o Compile an energy profile and data source.
- o Provide an energy efficiency checklist for use by all departments in submitting purchase requests.

Policy 1.b Energy efficiency implementation programs should provide City residents and business persons maximum flexibility to develop their individual creative approaches to achieving energy self-sufficiency.

Policy 1.c The highest priority shall be given to conservation programs which provide jobs and other economic benefits within the City.

Policy 1.d Incentive and educational conservation policies which accomplish desired results shall be utilized over regulatory programs; however, the City should not hesitate to adopt regulatory approaches where necessary.

## Energy Efficient Land Uses

### Objective 2

Implement planning and land use practices which facilitate the reduction of the community's reliance on nonrenewable sources of energy.

Policy 2.a The City shall actively encourage innovative building, site design and orientation techniques which minimize energy use by taking advantage of sun/shade patterns, prevailing winds, landscaping, sun-screens, and choice of materials as well as other energy management techniques.

Policy 2.b Utilization of the environmental review process to evaluate energy use and potential energy impacts shall be performed with appropriate mitigation measures requiring the use of energy sources and conservation practices.

Policy 2.c The City should evaluate and determine the best residential and nonresidential retrofit program for energy conservation in existing structures and maintain an appropriate energy retrofit ordinance.

Policy 2.d The City shall maintain appropriate energy efficiency standards for all new construction through a comprehensive energy management ordinance.

Policy 2.e The City shall require solar energy systems for all new pools and spas.

Policy 2.f The City shall evaluate and, if practical, implement the options for an appropriate municipal solar and conservation utility.

Policy 2.g The Land Use Element should encourage greater multi-family density developments along primary roadway corridors and in other locations of high



transit potential or access.

Policy 2.h The City shall maintain appropriate legislation to establish, update, and implement energy performance building code requirements with respect to Title 24 or subsequent amendments.

Policy 2.i Land development decisions shall provide for solar access for both residential and nonresidential land uses through the use of easements or other appropriate mechanisms.

Energy Efficient Transportation  
Element

Objective 3

The Circulation Element shall provide for energy-efficient modes of transportation and fixed facilities which establish transit, bicycle, pedestrian, and equestrian travel modes as desirable alternatives.

Policy 3.a The City should establish a traffic signal coordination program for all major streets, particularly Poway Road.

Policy 3.b The Circulation Element should support regional transportation system proposals which require the lowest feasible levels of energy consumption per person-mile.

Policy 3.c The Master Plan of Bikeways should improve and expand the City's network of bicycle paths.

Policy 3.d The City shall evaluate potential park-and-ride sites and select a feasible location to encourage car and van pooling and transit ridership.

Policy 3.e The City should encourage the construction of bus shelters and the use of other transit-oriented hardware that are designed and oriented to be easily linked with the regional transit system and integrated with para-transit

services, ridesharing, and bicycle use.

Policy 3.f The City should encourage the reduction of unnecessary usage on single occupant vehicles driven by residents.

Policy 3.g The City should prepare and support an energy contingency plan to minimize the potential impacts of nonrenewable energy shortages.

Policy 3.h The City shall buy or lease fuel-efficient vehicles for City use and provide standards of operation for drivers and retrofit existing municipal vehicles with energy-saving devices.

#### Energy Public Awareness

#### Objective 4

Increasing the public's awareness of energy conservation technology and practices will assist in reducing inefficient energy consumption.

Policy 4.a The City shall regularly inform residents about methods of achieving energy conservation in their daily lives.

Policy 4.b The City and other local public agencies shall provide models for actions in the private sector by undertaking and publicizing energy efficiency and renewable energy resource programs.

Policy 4.c The City and other local public agencies shall include energy efficiency and renewable energy use as criteria for approving capital and operational expenditures.

Policy 4.d The City and other local public agencies shall investigate state, federal, and utility financial opportunities to participate in renewable energy resource programs, provided such participation does not directly or indirectly diminish municipal services.

Policy 4.e Utility rate revisions that provide incentives for conservation practices and for the shifting of energy use to non-peak hours shall be encouraged by the City.

Polciy 4.f The City shall encourage State legislation that implements conservation measures through the elimination of wasteful energy usage.

Policy 4.g The City shall develop and maintain communication links with other local, regional, state and federal agencies and participate in the discussion of energy problems and state of art technologies and practices.

Policy 4.h The City shall actively support adequate funding at both state and federal levels for the research and development of alternative energy sources.

Policy 4.i The City shall introduce concepts of energy efficiency and life cycle costing to planning and operating decisions.

## Local Energy Resources


### Objective 5

Decreasing the City's reliance on non-renewable, imported energy sources should be encouraged by utilizing locally available energy resource alternatives in accord with the capacities of renewable resources.

Policy 5.a The City shall support regional programs to investigate the feasibility of recovering methane from landfills, solid waste collection, and/or sewage treatment facilities independently or in cooperation with neighboring jurisdictions.

Policy 5.b Through the development review process, the City shall encourage multiple family residential, commercial, and manufacturing project owners to investigate the economics of installing cogeneration systems in all new and existing facilities.



A photograph of the Pommerado Hospital sign and building. The sign is a large, light-colored rectangular structure with the words "Pommerado Hospital" in a dark, serif font. It is positioned in the foreground, slightly to the left. Behind the sign, a multi-story, light-colored building with several windows is visible. In the background, there is a large, rocky hill or mountain. The entire image has a warm, yellowish-orange tint. The photograph is mounted on a larger yellow background with three binder holes on the left side.

Pommerado Hospital

**HAZARD MANAGEMENT**





## CHAPTER 4 HAZARD MANAGEMENT

Hazards created by natural phenomena or as a result of human action are a part of everyday life. Most hazards occur infrequently and normally at random. The random occurrence normally expected with hazards causes the fear of their ability to harm or destroy property and endanger health or lives. It has generally been considered the responsibility of government to protect community residents from hazards and create as safe an environment as feasible.

The Hazard Management Chapter contains the provisions for the protection of life, health, and property as a result of hazard occurrence. This is accomplished by the 1) identification of hazards or hazardous areas and 2) establishment of hazard management guidelines.

Hazards can generally be grouped into two categories; natural and man-created. The natural hazards that occur in Poway are:

- o Geologic hazards;
- o Seismic or earthquake induced hazards; and
- o Flooding caused by rainfall or inundation from dam failure.

The man-created hazards are:

- o Fire hazards;
- o Noise hazards;
- o Criminal activity; and
- o Air quality degradation.

State Planning Law requires cities and counties to identify hazardous conditions and to prepare and implement policies to assure public health and safety. The following sections are addressed by this chapter:

- o Section 65302(f) of the Government Code which requires preparation of



a noise element that quantifies the community noise environment and serves to guide development to achieve noise compatible land uses.

- o Section 65302(i) which requires the preparation of a safety element with provisions for the protection of the community from fires, geologic hazards, and crime.
- o Section 65302(f) of the Government Code requires preparation of a seismic safety element to assess the potential and level of risk that exists from seismically induced hazards.

#### GEOLOGIC HAZARDS

Geologic hazards occur as a result of unstable geologic formations that can be caused by nature or by man. In Poway, landslides are the principal geologic hazards.

Most of the problems associated with landslides in Poway are because of the vulnerability of several geologic formations found in the City and from poor land development practices. Over a period of several years the latter conditions have significantly worsened the problem.

#### Local Geology

The geology of Poway can be divided into three geologic zones based upon the age and general composition of exposed rocks. These areas are:








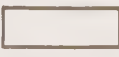
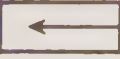

##### o Metamorphic Rocks

- Santiago Peak Volcanics - This rock unit consists of slightly metamorphosed andesitic, rhyolitic, and dacitic volcanic

# GEOLOGIC FORMATIONS



## LEGEND

- |   |  |
|---|--|
|  LUSARDI FORMATION                                 |  GREEN VALLEY TONALITE         |
|  SAN MARCOS GABBRO                                 |  SANTIAGO PEAK VOLCANICS       |
|  FRIARS FORMATION                                  |  POMERADO CONGLOMERATE         |
|  ALLUVIUM  |  WOODSON MOUNTAIN GRANODIORITE |
|  LANDSLIDE<br>(ARROW INDICATES DIRECTION OF SLIDE) |  STADIUM CONGLOMERATE          |





rocks, with local tuffs and breccias. These rock units are relatively dense and resistant to erosion and often form local peaks and have a rocky outcrop.

o Igneous Rocks

- San Marcos Gabbro - This unit is hornblende gabbro which intruded the older Santiago Peak Volcanics and was in turn intruded by the younger granitic rocks. The gabbro is rather resistant to weathering; exposures tend to form broadbased, conical-shaped, bold hills.
- Green Valley Tonalite - This unit is highly susceptible to weathering and forms low areas with gentle topography.
- Woodson Mountain Granodiorite - This unit is very resistant to erosion, forming most of the high areas in the Planning Area. Outcrops tend to be characterized by large rounded boulders, as on Woodson Mountain. Also large exfoliation domes are common.

o Sedimentary Rocks

- Lusardi Formation - This unit is one of the three post-batholithic Cretaceous units of the Rosario Group. The Lusardi formation is a boulder conglomerate that occurs in limited outcrops in the southeastern portion of the Planning Area. This unit is characteristically very coarse and poorly sorted, and contains locally derived cobble-to boulder-sized material.

- Friars Formation - This is one of six units that make up the La Jolla Group. The Friars formation consists of lagoonal and nonmarine sandstones and claystones. The claystones are composed of expansive clays, montmorillonite and kaolinite. The sandstone beds may be locally interbedded with sandy claystones. Cobble conglomerate lenses of stream origin are also found.
- Stadium Conglomerate - This unit is one of three units that make up the Poway Group. The other two units of the Poway Group, the Mission Valley Formation and the Pomerado Conglomerate, underlie only a small portion of the area and are located in the southwest portion of the Planning Area. The Stadium Conglomerate is a moderately well sorted cobble conglomerate of nonmarine origin. The distinctive "Poway" cobbles are composed of slightly metamorphosed rhyolitic and dacitic volcanics and some quartzites. The cobbles were deposited, by westward flowing streams, as river channel and deltaic sediments from an eroded source area within a short distance east of their present position.
- Mission Valley Formation - The Mission Valley Formation is a soft, friable, light silver-gray fine to medium grained, quartz rich sandstone. It also contains interbeds, tongues, and lenses of brackish water claystones that locally compose 20 percent of the section. The unit is found only in the southwest portion of the

Planning Area and is not an extensive unit.

- Pomerado Conglomerate - The Pomerado Conglomerate is a massive cobble conglomerate which is lithologically identical to the Stadium Conglomerate. The Pomerado is the youngest unit of the Poway Group and is separated from the Stadium Conglomerate by the Mission Valley Formation. Where the Mission Valley Formation is missing, the two conglomeratic units are in contact and are indistinguishable.
- Alluvium and Slope Wash - Alluvial material consisting of poorly consolidated stream deposited silt, sand, gravel, and cobble-sized particles occur in the major stream channels and mantles the lower valley slopes.

As stated previously, landslides are the principal geologic hazard in the City. Factors which are likely to induce ground movement on unstable slopes include:

- o Oversteeping of natural slopes by erosion or grading; most landslide prone areas with slopes greater than 30 percent have landslide deposits.
- o Undercutting of slope bases by erosion or grading.
- o Overloading slopes with additional weight.
- o Saturation of incompetent material by periods of prolonged rainfall, over-irrigation, leaky swimming pools or utility pipes, and leach line discharge.



o Ground acceleration during earthquakes.

The Friars and Mission Valley Formations have been involved in numerous landslides. Most of the landslides are rotational slumps. It is estimated that most of these landslides occurred 15,000 to 20,000 years ago, based on data of slides having similar characteristics. Generally, sliding appears to have originated at the contact between the upper portion of the Friars formation and the lower portion of the Stadium Conglomerate.

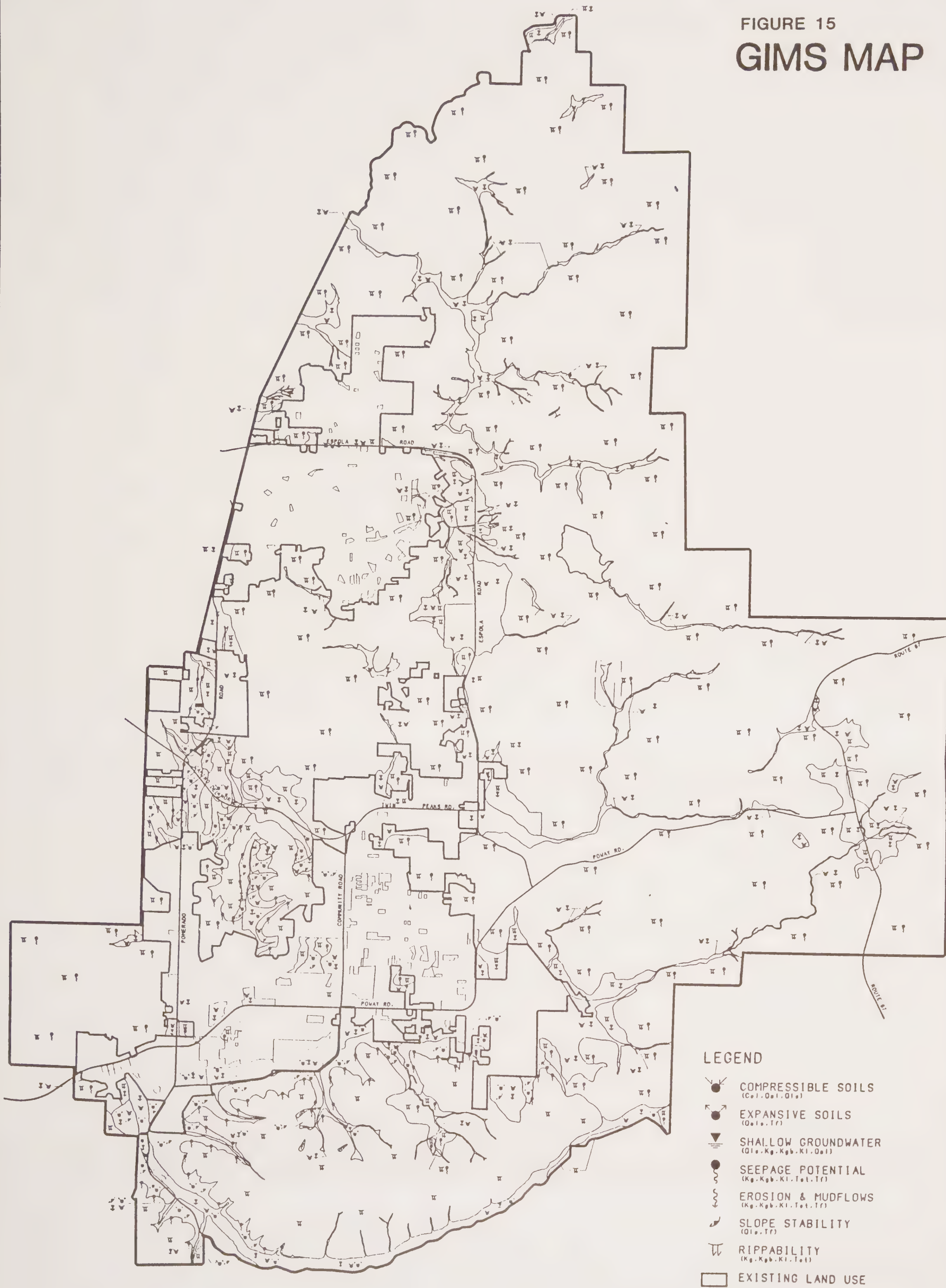
#### GIMS Mapping System

With the assistance of Leighton and Associates, Incorporated, the City has developed a method of identifying general geologic hazard areas in terms that can be understood by the layman. In the past, geological assessments in General Plans have been encumbered by highly technical jargon that is meaningful only to engineering geologists. The system used herein, the Geotechnical Interpretative Mapping Symbols (GIMS) System, has simplified the communication of geotechnical information.



The GIMS map interprets both soil engineering and engineering geologic information to employ the use of the symbols that are shown on Figure 14. The symbols that have been devised represent the principal geotechnical considerations that can directly impact the feasibility and economics of land use. The use of the system relies on the ability of the map user to familiarize himself with a few symbols that, when observed on the GIMS map, can be directly translated into a course of action by any one of several disciplines that are involved in land use. Each symbol is unique to a particular geologic or soil engineering concern that is commonly referred to by the geotechnical

FIGURE 15  
GIMS MAP



Due to the scale of this exhibit, all features illustrated are approximations of actual location, area, or width. Detailed information should be obtained from the Department of Planning Services.

# GEOTECHNICAL CONSIDERATIONS CITY OF POWAY

(BASED ON OCTOBER 8, 1982  
GEOTECHNICAL STUDY  
PERFORMED BY LEIGHTON  
AND ASSOCIATES, INC.)



PHELPS COMPANY INC.  
VAN DELL AND ASSOCIATES, INC.





community. Once the map user has memorized the symbol and its related geotechnical consideration, area-wide maps can be viewed and utilized to understand land-use potential and those impacts which will require thorough analysis by the soil engineer and the engineering geologist.

Through the use of the GIMS map, it is intended that the traditional geologic map be utilized as a backup document during the review of a specific project area. The GIMS map should be used to readily understand the principal geotechnical considerations applicable to the land use decision making process for a given area within the City.

The previously mentioned geotechnical considerations imply varying degrees of impact a geotechnical factor may have on land use. These impacts do not prohibit development, but suggest an order of geotechnical investigation and mitigation to be considered. The Slope Stability symbol would probably be an area where development constraints might require the greatest care and analysis, followed to some lesser degree by Expansive Soils, Rippability, and Compressible Soils. The factors of Shallow Groundwater, Groundwater Seepage Potential, and Erosion might all be considered of equal importance having similar economic and design impacts.

Any mapping system has limitations under which it should be employed. The GIMS system of mapping does not act as a substitute for the project specific geologic map or geotechnical investigation. The GIMS mapping simply provides some pre-assessment of what should be looked at in more detail.

#### Goal

The community should be protected from the hazards associated with geologic

formations, particularly landslides, through proper land use policies and mitigation.

## GIMS Mapping System

### Objective 1

All land uses should take into consideration potential geologic hazards through a review of the GIMS Mapping System.

Policy 1.a The City shall compare all development applications with the GIMS Mapping System to determine if significant geologic hazards exist.

Policy 1.b The City shall require that a specific assessment by a qualified engineering geologist be performed if there is the indication on the GIMS Mapping System that a geologic hazard may exist.

Policy 1.c The City shall include as conditions of development the recommendations of the engineering geologists for geologic hazard mitigation.

## Slope Stability and Landslides

### Objective 2

Land use and development within unstable slope and landslide areas should be prohibited.

Policy 2.a Investigations performed by a qualified engineering geologist shall be required for all development review applications on land suspected of having unstable slopes.

Policy 2.b Land development in the Friars Formation areas shall be required to submit a geotechnical performed by an engineering geologist.

## SEISMIC HAZARDS

The Seismic Hazards Element is designed

to identify and evaluate potential seismic hazards and risks within the City of Poway and provide mitigation in the form of general policy guidelines. The mitigation measures shall include the requirements of California law and the recognition of the City's responsibility to the community residents.

This element is an extension of the Geologic Hazards Element. While the Geologic Hazards Element analyzed the potential risks that existed because of the geologic formation of Poway, the Seismic Hazard Element analyzes to what extent these conditions will be increased or altered by a seismic event.

#### Local Seismic Activity

Based upon the available information and historical records, Poway is free from faults and is remarkably free from other seismic hazards despite relatively high earthquake activity along the major fault systems in Southern California. It can be expected that little or no damage will result from seismic activity, however, the potential still exists for a major seismic event to occur along one of the major faults and result in some local damage.

#### Regional Seismic Activity

As stated previously, seismic hazards do exist as a result of a major seismic event on one of the fault systems located in Southern California. Three faults systems -- the Elsinore, San Jacinto, and Rose Canyon -- would have the greatest impact on the City.

#### Elsinore Fault

The Elsinore Fault is a large, active, northwest-trending fault which comes as close as 20 to 22 miles to Poway. The overall length of the fault is approximately 135 miles; however, the



most active portion of the Elsinore Fault is the 60 mile section between Lake Elsinore and the Vallecito Valley. There have been a number of epicenters in the Lake Elsinore area. Because of its proximity and great length, the Elsinore Fault has the greatest potential to cause damage to Poway. The maximum probable earthquake on the Richter Scale has been calculated at 6.9 to 7.3. The recurrence interval for an event of this magnitude has been estimated at one per one hundred years. The maximum credible earthquake is approximately 7.6 with no calculable recurrence rate.

The largest recorded quake on the Elsinore Fault occurred in 1910, was centered in Lake Elsinore area, and was recorded as having a Richter Scale magnitude of 6.0. This event, epicentered about 60 miles north of Poway, caused no recorded damage in the Poway area. A maximum probable quake of 6.9 to 7.3, with an epicenter located on the closest sections of the fault, might cause heavy damage to or the collapse of unreinforced masonry structures. A maximum credible quake of 7.6 could cause moderate to heavy damage to weak masonry structures and light to moderate damage in wooden frame structures. Quakes with epicenters along the more distant sections of the fault are not likely to cause significant damage in the Poway area.

The Agua Caliente Fault and the Earthquake Valley Fault are considered major branches of the Elsinore Fault. These faults are located approximately 28 and 30 miles respectively from Poway and there is little is known about their recurrence rates or potential for damage although they are believed to be active.

The Temescal Fault runs roughly perpendicular to the Elsinore Fault and intersects it just west of Lake Henshaw. There have been many small (2.0 to 3.9

Mag.) epicenters located in this area. These may or may not represent the release of accumulated strain along the Elsinore Fault; however, the continual release of small amounts of energy along this fault reduces the potential of a major event occurring.

#### San Jacinto Fault

The San Jacinto Fault is a major, active, northwest-trending fault located less than 45 miles from Poway at its closest point. The San Jacinto Fault is considered to be a major active branch of the San Andreas Fault system. Land forms along the fault indicate a long, active history. The proximity and activity of the San Jacinto Fault make it more significant to Poway than the San Andreas itself, which at its closest point is about 70 miles from Poway. Significant events occurring along the San Jacinto Fault include a Mercalli Scale intensity VI quake in 1890 and quakes of intensity IX in 1899, Richter Scale magnitude 6.5 in 1968 and 5.9 in 1969. There was no reported damage in the Poway area resulting from the 1890 and 1899 events. The 1968 and 1969 quakes, considered the strongest to hit California in 15 years, caused only minor damage locally.

The maximum probable quake has been estimated at 6.9 to 7.3, with one such event occurring every 100 years. The maximum credible quake for the San Jacinto Fault is considered to be approximately 7.6 with no calculable recurrence rate. Damage resulting from a maximum probable intensity event would be expected to cause little or no damage in well built structures, light to moderate damage in poorly built structures, and possible heavy damage or collapse of unreinforced masonry structures. A maximum credible quake would be expected to cause similar but more widespread damage resulting from greater intensity and duration.

The San Jacinto fault is approximately twice as far from Poway as the Elsinore Fault. This distance has an insulating effect, and makes the San Jacinto Fault relatively less hazardous to the Poway area than the Elsinore Fault.

The Coyote Canyon Fault is considered a branch of the San Jacinto Fault. During the 1968 magnitude 6.8 quake, a surface rupture 20.5 miles long occurred along this fault. No recurrence rates or probable earthquake intensities are available for this fault; for planning purposes it should be considered part of the San Jacinto Fault zone.

#### Rose Canyon Fault

The Rose Canyon Fault lies 16 to 20 miles west of Poway in the Pacific Ocean, and may be part of the Newport-Inglewood Fault system which has been historically active and was the source of the 1933 Long Beach Earthquake. The Rose Canyon segment has not been active in the last 500,000 years, but its great length and epicenters near the fault indicate that it is potentially active. Epicenters of V and VI intensity have occurred near the Rose Canyon Fault. Studies indicate the maximum probable earthquake would be between 5.8 and 6.2 with two repeat intervals of one per 100 years. The maximum credible earthquake would be approximately 7.1 with no stated recurrence interval.

A maximum probable quake on the closest section of the Rose Canyon Fault would be expected to cause only light damage in the Poway area. Unreinforced masonry or poorly built structures might sustain moderate damage on the closest sections of the Rose Canyon Fault. A maximum credible earthquake could cause light to moderate damage in well built structures and heavy damage or collapse in poorly built structures.



## Faulting and Surface Rupture

Surface ruptures normally occur on existing faults or fault traces, but may occur anywhere within a fault zone. A surface rupture occurs when a fault displacement extends upward from depths of the epicenter and intersects the ground surface. The surface will not rupture every time a fault moves. As earthquakes increase in magnitude, there is a stronger possibility of ground rupture occurring. When the surface is ruptured, everything in its path will be affected. Because no faults are present in Poway, surface rupture is not considered an apparent hazard.

## Groundshaking

As displacement occurs along a fault, the energy released creates a shock wave movement through the rock and soil materials of the earth's outer crust, radiating outward from the earthquake epicenter. This action is felt as a shaking motion at the ground surface. The severity of the groundshaking depends on the magnitude of the earthquake, the distance of the site from the quake epicenter, and soil conditions at the site and in between. Groundshaking can be felt and can cause damage hundreds of miles from the epicenter of the earthquake. The effects of groundshaking depend on its severity based on the above factors, and on the type of construction and its integrity.

Groundshaking is expected to have the greatest amount of seismic impact on Poway. Major seismic events along one of the fault systems discussed previously would cause significant groundshaking to occur that could cause property damage. Also, most of the other potential seismic hazards discussed in the following will occur primarily as a result of intense groundshaking. Damage to structures and other property will be reduced by the

fact that the great majority of structures in Poway are earthquake resistant (wood frames or buildings built to earthquake standards). However, hazards such as landslides and liquefaction could still occur.

#### Ground Failure

Ground failures are a result of earth movement caused by a seismic wave or shock. Nearly all ground failure is in the form of landslide where the seismic event, gravity, and poor geologic conditions all work together to displace small or large amounts of earth. As stated before, Poway has many areas which are highly susceptible to landslides. A major seismic event could easily act as the trigger for an ancient landslide to once again move either slowly or rapidly down a slope.

The most effective way to avoid landslides is to prevent development of landslide-prone areas. However, modern engineering practices, although costly, can stabilize slide-prone areas through application of one or more techniques including, but not limited to, removing, redistribution, compacting or otherwise stabilizing hazardous earth masses, installing proper drainage devices, using buttress fills, and practicing careful landscaping and irrigation techniques.

#### Liquefaction

Liquefaction is the loss of strength in granular, saturated, unconsolidated sediments. Areas with deep sediments and shallow water tables are particularly susceptible to liquefaction. Damage from liquefaction may be caused as the ground liquefies and flows or lurches, or the ground may respond as quicksand causing buildings to tilt or sink. For liquefaction to occur, three factors must be present:

1. Soils must be loose, evenly graded fine sands or silts.
2. The water table must be shallow.
3. Intense, long duration groundshaking (greater than .13g with a duration of greater than 45 seconds) must occur.

A preliminary investigation of soil conditions in the Poway valley indicates that there is little or no potential for liquefaction. This conclusion is based primarily on the structure and particle size mix of the soil types found in the low-lying areas of the City. For liquefaction to occur, soils must be loose, evenly graded fine sands or silts. According to the U.S. Soil and Conservation Service Soil Survey for the San Diego Area, the soils of the low-lying areas are sandy loams with clay substrata. The high percentage of clay particles integrated with sands reduce interstitial space and gives the soils a massive structure.

Given these soil conditions and the lack of evidence of any past history of intense, long duration groundshaking as a result of nearby seismic activity, it is believed that the three factors necessary for liquefaction to occur are not present in the correct combination and, therefore, the potential for widespread liquefaction in the Poway area does not exist.

#### Subsidence

Subsidence is the downward settling of materials with little horizontal motion. There are four primary causes of subsidence:

- o Ground water withdrawal.
- o Oil or gas withdrawal.



- o Hydrocompaction (usually caused by first-time wetting of open textured soils which compact under their own weight).
- o Peat Oxidation (results from shrinkage of burial organic debris).

There have been no significant cases of subsidence in or around Poway and it is not considered a problem in the San Diego County region as the above conditions do not exist locally.

#### Structural Hazard

The large majority of buildings within the City have been constructed within the past 30 years. The Uniform Building Code has contained seismic design standards since 1943, although plan checking and inspection and the standards themselves have significantly improved since that time. Experience in recent earthquakes indicates that when structures are built according to seismic design standards they can be expected to perform well during an earthquake.

#### Dam Hazard

In evaluating dam performance during a seismic event, a number of factors must be considered including the potential for seismic activity and intensity and an assessment of the structural integrity of a dam with respect to projected seismic activity. In addition, the potential for landslides and seiches causing dam overtopping must be considered.

Lake Poway Dam is the only existing dam structure in Poway that could cause widespread property damage and loss of life if it were to fail during a seismic event. Lake Poway Dam is approximately 160 feet in height and impounds a reservoir containing up to 3,200 acre-feet of water over 60 acres of

surface area. Lake Poway, originally built by the Poway Municipal Water District in 1971, now serves the City of Poway as both a water storage reservoir and regional park and recreation facility.

In regard to the potential for dam failure or overtopping as a result of a seismic event, the potential is remote. The design of Lake Poway, as illustrated in the Design Report prepared by Boyle Engineering in May and June 1970, clearly illustrates that the dam design and construction were based upon the credible seismic activity anticipated in the dam vicinity. The rock and earthen composition of the dam is designed to withstand a major seismic event and the spillway design will accommodate anticipated overtopping as a result of landslides along the steep slope banks or seiches (water waves caused by seismic waves). Therefore, the potential for property damage or loss of life due to the failure of Lake Poway by a seismic shock is considered remote.

#### Concept of Risk

Earthquakes are not predicable with any accuracy. It is presumed that an earthquake will occur in certain areas at some point in the future. Geotechnical experts are beginning to be able to establish an approximate rate of occurrence and potential magnitude of future quakes based upon historical data. In the past, California earthquakes have caused significant damage and injury. It is the knowledge of the past events and the potential for future quakes that makes the determination of acceptable risk important in future land use planning.

Risk is the chance of damage or injury occurring over some period of time. The basic objective of evaluating seismic risk is to reduce the loss of life and

property damage due to seismic activity to an "acceptable" level. It is not possible or completely practical to eliminate all risk to life and property.

The Council of Intergovernmental Relations guidelines for the General Plan Seismic Safety Elements define acceptable risk as:

"The level of risk below which no specific action by local government is deemed to be necessary other than making the risk known."

Because risk is a function of chance, there is an inherent degree of uncertainty in using risk as a basis for land use planning. However, when risk can be determined, programs incorporating or avoiding the risk may be developed. Risk-reduction measures can be enacted and risk can, therefore, be a framework for land use decision-making.

Every seismic hazard has an associated element of risk. This risk has two aspects. The first is the chance that the hazard will in fact occur, and the second is the chance that if the hazard does occur, the measures taken to mitigate the hazard will be sufficient to reduce the damage to life and property to a predetermined acceptable level. There are no means with which to prevent an earthquake or its natural effects, but the potential for disaster can be minimized.

Factors which should be considered in establishing acceptable risk include:

- o Special importance of essential facilities during seismic events.
- o The number of persons subjected to hazardous conditions.
- o Voluntary or involuntary use.



- o Cost of eliminating potential risk.

Essential facilities are those structures or buildings which must be safe and usable for emergency purposes after an earthquake in order to preserve peace, health, and the safety of the public. Such facilities include, but are not limited to:

- o Hospitals and other medical facilities having surgery or emergency treatment areas.
- o Fire and police stations.
- o School buildings.
- o Municipal government disaster operation and communication centers deemed vital in emergencies.
- o Public utility facilities.

Because the destruction of any of these facilities could compound problems or emergencies resulting from earthquakes, only a very low level of risk should be acceptable in the location and construction of these facilities. Other factors involved in the determination of acceptable risk for essential facilities include the following:

- o Occupancy Levels: The number of persons using or occupying a structure should receive important consideration in determining acceptable risk. High-occupancy uses such as large meeting halls, theaters, schools churches, office buildings, and shopping centers could subject large numbers of persons to hazards. Only a low level of risk should be acceptable in high occupancy uses. A higher level of risk may be acceptable in low-occupancy uses such as warehouses and single family

houses. The concept of "person to hours of occupancy" can be useful in determining priority in reducing risk.

o Voluntary vs. Involuntary:

Involuntary risk occurs in structures and uses where a person has no choice in whether to submit to a certain level of risk. These uses include schools, hospitals, and convalescent homes. Because persons using these facilities may be incapable or restrained from leaving during an earthquake, only a very low level of risk should be acceptable.

o Cost of Mitigation: Cost may be the most important factor in reducing risk. The reduction of risk must be balanced against the cost of achieving that reduction. These costs may be direct, as in the case of reinforcing a building, or indirect, as in the case of zoning seismically or geologically hazardous areas as open space. The following are examples of mitigation measures in which cost is an important factor in reducing risk:

- Rehabilitation or demolition of nonconforming structures.
- Requiring design of certain new buildings to meet extraordinary seismic design criteria.
- Limiting or prohibiting development in hazardous areas.

Goal

Seismic hazards should be controlled to a level of acceptable risk through the identification and recognition of potentially hazardous conditions and areas.

## Acceptable Risk

### Objective 1

The level of risk to the community residents should be controlled to an acceptable level through proper land use and public facilities planning.

Policy 1.a The GIMS Mapping System and Seismic Matrix (Table 28) shall be used when determining the location of future land uses.

Policy 1.b Land uses should not be subjected to risks greater than the level suggested in the Seismic GIMS system unless no other alternative exists.

## Seismic Hazard Mitigation

### Objective 2

Standards for grading and construction should be maintained which provide for the mitigation of potential seismic hazards.

Policy 2.a The City shall maintain appropriate legislation to identify and mitigate seismic hazards such as groundshaking, ground failure, landslides, liquefaction, and structural hazards.


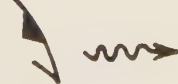

Policy 2.b The GIMS Mapping System and the Seismic Matrix shall be used to determine if the probability of a seismic hazard exists.

Policy 2.c Where it has been determined that a probable seismic hazard may exist, an investigation by a qualified engineering geologist shall be required.

Policy 2.d The City shall regularly inform community residents of the potential seismic hazards that can exist and the best methods of reducing injury, property damage or loss of life in the home or business establishment.



## GIMS SEISMIC CONSIDERATIONS

GIMS	GEOTECHNICAL EXPLANATION	SEISMIC EFFECTS	HAZARD			*TYPICAL GEOTECHNICAL INVESTIGATION AND CORRECTIVE MEASURES
			A	B	C	
	Compressible Soil Shallow Groundwater	Liquefaction, settlement lurching, enhanced groundshaking	I II	III	IV	Evaluate thickness, distribution site specific ground response (I, II, III) consolidation cha- racteristics liquefaction poten- tial. Corrective measures in- clude removal and recompaction, dewatering, special foundation recommendations.
	Slope Stability Mudflows	Reactivation of all or portions of ancient land- slides, landsliding in previously undisturbed and graded slopes, set- tlement, enhanced ground- shaking	I II	III IV		Evaluate thickness, distribution subsurface geometry, stability, consolidation characteristics. Corrective measures include re- moval and recompaction, buttres- sing, stability fills, special foundation recommendations.
	Rippability	Rock falls in crystalline rock. Groundshaking is generally much less in rock than other geologic formations			I II III IV	Evaluate potential for rock falls in natural and graded slopes, corrective measures in- clude removal of potentially unstable boulders. Careful evaluation of finished cut slopes to assess rock instabi- lity and provide specific re- commendations for stabilization

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## CONSTRUCTION

- I - Dams, power plants
- II - Hospitals, bridges, fire stations  
emergency facilities
- III - Schools, high rise buildings, multi-  
story covered shopping malls
- IV - Residential, light industrial and  
commercial

## HAZARD

- A - High
- B - Moderate
- C - Low

\*Hazard zone ratings, because they are based on GIMS categories, are subject to change with input of new data. Site specific geotechnical investigations are recommended for all construction types and hazard categories to evaluate the type of seismic design suitable for the proposed development.

Objective 3

Lake Poway Dam should be regularly maintained and inspected to reduce the risk of dam failure as a result of seismic event.

Policy 3.a Lake Poway shall be kept at or below the designed high water level to reduce the risk of overtopping.

Policy 3.b Lake Poway Dam shall receive regular inspections of the embankment, spillway, and inlet/outlet facilities to ensure safe operation and maintenance.

FLOOD HAZARDS

Flooding due to winter storms does substantially more property damage and threatens greater injury and potential loss of life than any other natural or man-created hazard. Whereas geologic hazards and fires occur infrequently and at random, flooding occurs annually in the same general area. Solving Poway's flood control hazards will continue to be one of the City's highest priority projects until winter rains can be accommodated without property damage, injury or loss of life.

The City of Poway is located within San Diego County Flood Control District Zone 1. Zone 1 extends from Santa Ysabel to the coast and includes the San Dieguito area, Del Mar, San Marcos, Ramona, and Poway. The total area of Zone 1 is 587 square miles. The zone consists of four major creek watersheds: San Marcos, Escondido, San Dieguito, and Los Penasquitos. Poway is divided between the San Dieguito and Los Penasquitos watersheds.

The Green Valley, StoneRidge, and Old Coach areas of Poway are within the San Dieguito Drainage Basin. The creeks that drain into this basin are the Thompson Creek, Green Valley Creek, Warren Canyon

Creek, and the Green Valley Truck Trail Creek. Drainage from these creeks flows into Lake Hodges and eventually into the Pacific Ocean along the San Dieguito River.

The majority of Poway is within the Los Penasquitos Creek Drainage Basin. The creeks that drain into Los Penasquitos basin are Poway Creek, Pomerado Creek, Los Penasquitos Creek (Beeler Creek), and Rattlesnake Creek. Poway Creek is the largest creek with a drainage area of 21 square miles. The other creeks are similar in size with drainage areas averaging seven square miles.

#### Flood Hazard Damage

In recent years, the amount of damage caused by flooding has increased. This is both a result of changes in rainfall and more development within flood hazard areas. Essentially, damage is done because homes and other structures are located in the floodplain without proper mitigation. The Zone 1 Comprehensive Plan for Flood Control and Drainage (published July 1976) states that approximately 350 homes along Poway Creek would be inundated by a 100 year storm. The 100 year storm is the value used to design flood control facilities and delineate flood hazard areas. A City study performed in December 1981 found 465 homes within the same area. Along Rattlesnake Creek there were 115 homes in the 100 year floodplain in 1976 and 213 in 1981. Clearly, past development within the floodplain is the primary cause of the increase in property damage and loss due to flood hazards.

#### Flood Hazard Management and Improvement

Previous Poway community land use policies under the County of San Diego clearly did not effectively mitigate flood hazards. Since incorporation, the City of Poway has taken several steps to



manage and improve the flood-prone areas. In the future, proper flood hazard management and improvement can be accomplished by a three fold process: 1) the major creeks should be maintained to keep free and clear of flood water obstructions; 2) appropriate land uses should be delineated within flood hazard areas; and, 3) upstream detention basins should be constructed to reduce the volume and velocity of flooding areas.

Creek maintenance is essential to utilizing natural watercourses as flood control channels. In recent years, debris that included overvegetation and dumping worsened upstream flood hazards by restricting the free flow of water.

During the extremely heavy rain storms in early March 1983, the clearing of debris from creeks substantially reduced the amount of flood damage from recent years.

In the long-term, the proper management of the flood hazard areas will do the most to reduce potential loss of life, injury, and property damage. Land use within the 100 year floodplain should be restricted to very low density or intensity uses until flood control improvements can be constructed to reduce the extent of the flood hazard area. At that time, other land uses can be established for better utilization of the land.

Flood hazard management practices will reduce future increases in flood hazards, but will not assist those uses already within the floodplain. Remedial measures to reduce the floodplain area to the area now within the floodway (the area within the actual creek boundaries) need to be constructed. Generally there are two alternatives available. One is to construct concrete trapazoidal channels that can accommodate rapid volumes of water within relatively small areas.

These are normally required when floodwaters must be channeled through a developed area. There are two major drawbacks with the concrete channel. One is the expense of construction; they are the most expensive form of flood control. Two, the natural creeks and channels are a significant element of Poway's rural character and atmosphere.

The other alternative is to construct upstream detention basins. The detention basins are less costly, can be constructed at one time (concrete channels are normally constructed in segments due to the high costs), and will save the natural creeksides of Poway. Detention basins reduce the width of the floodplain by holding back the floodwaters and letting them out slowly, but over a longer duration. However, the primary purpose of reducing the volume and velocity is achieved and the amount of damage reduced.

#### Goal

Through regular creek maintenance, proper flood hazard management policies, and future capital improvements, flood hazards should be reduced to the minimum extent feasible.

### Natural Watercourses

#### Objective 1

Natural watercourses should be used to control Citywide flood hazards.

Policy 1.a The natural watercourses shall be maintained as the primary flood control channels.

Policy 1.b Where feasible, the natural creekside environment should be preserved, particularly the large tree stands.

### Creek Maintenance

#### Objective 2

The City should encourage proper creek

maintenance to ensure that the floodways are free and clear at all times.

Policy 2.a The City shall maintain appropriate legislation to keep the major creeks and channels in Poway free and clear at all times.

Policy 2.b The City shall maintain a program to ensure that the floodways are maintained.

Policy 2.c Costs associated with creek maintenance shall be borne by the property owner, or the holder of open space easement rights if the condition exists.

## Flood Hazard Management

### Objective 3

Flood Hazard Management policies should designate appropriate land uses to minimize flood-related damage until improvements are constructed.

Policy 3.a The limits of the 100 year floodplain shall be delineated on the City Land Use and Zoning Development Plans.

Policy 3.b Undeveloped or vacant land within the 100 year floodplain should be designated for rural residential or open space uses.

Policy 3.c Developed land shall be designated within appropriate land use categories as the use or structure dictates, however, improvements shall require the upgrade of the use or structure to City flood hazard management standards.

Policy 3.d Critical emergency uses (hospitals, fire stations, police stations, public administration buildings, and schools) shall not be located in flood hazard areas.

Policy 3.e Development in the 100 year



floodplain may be approved if the following conditions are met:

- o All structures, both permanent and temporary, must be raised one foot above the flood level.
- o Information certifying the 100 year flood level must be submitted by a qualified civil or hydrological engineer.
- o All-weather access must be provided to all developments for divisions of land, residential units, commercial buildings, manufacturing buildings, or public buildings.
- o Information certifying that no upstream or downstream changes to the 100 year floodplain will occur must be submitted by a qualified civil or hydrological engineer.

Policy 3.f For purposes of land division, floodway areas shall not be included in the calculation of net area.

Policy 3.g Nonconforming structures or a structure containing nonconforming uses shall be brought into conformance with the aforementioned policies if reconstruction, rebuilding, or repairing made necessary by damage will exceed 50 percent of the reasonable replacement value of the structure prior to any damage.

Policy 3.h Development within the 100 year floodway is prohibited.

Policy 3.i To prevent increased flooding within Poway, all new land divisions and commercial developments shall be reviewed to determine the feasibility of storm drainage detention. Should the project increase the storm drainage runoff by over 10 percent, the differential storm drainage runoff shall be detained to the

satisfaction of the City Engineer. This does not preclude the City from requiring storm drainage detention for projects which do not exceed a 10 percent differential increase in storm drainage.

#### Flood Control System Improvements

##### Objective 4

Upstream detention basins should be used to mitigate flood hazards and retain the natural character of the major creeks and channels.

Policy 4.a Upstream detention basins shall be constructed on Rattlesnake Creek and the north and south branches of Poway Creek as outlined in the "Floodwater Detention Basin Survey" published in August 1981.

Policy 4.b The City shall not approve any development review application that would inhibit, prevent, or preclude the location of the three detention basins.

Policy 4.c The City shall explore and adopt appropriate legislation to finance the acquisition and construction of the detention basins including, but not limited to, developer financing, bonds, and assessment areas drawn upon drainage area boundaries.

#### Flood Control System Financing

##### Objective 5

The financing of improvements to the City flood and drainage control system made necessary by new developments shall be borne by the proposal applicants.

Policy 5.a The City shall determine and update, as necessary, the costs of improvements to the City flood and drainage control system.

Policy 5.b The City shall adopt and implement appropriate legislation that requires development proposal applicants to pay appropriate fees and/or construct appropriate improvements to the City flood and drainage control system.

## NOISE HAZARDS

Noise hazards are a function of the mechanized world we live in. Noise is principally caused by the operation of machines for transportation (ground and air) and production. In Poway, traffic movement on the City's arterial road system is the predominant cause of noise hazards in the City.

The Noise Hazards Element is closely related to other elements of the General Plan, particularly the Land Use, Circulation, Housing, Parks and Recreation, and Open Space Elements. A major objective of the Noise Hazards Element is to encourage noise-compatible land uses. Effective land use planning can alleviate noise problems.

### Noise Rating Schemes

Noise levels are measure on a logarithmic scale in decibels which are then weighted and added over a 24-hour period to reflect not only the magnitude of the sound but also its duration, frequency, and time of occurrence. In this manner, various acoustical scales and units of measurement have been developed such as equivalent sound levels (Leq), day-night average sound levels (Ldn), and Community Noise Equivalent Levels (CNEL'S).

A-weighted decibels (dBA) approximate the subjective response of the human ear to a broad frequency noise source by discriminating against the very low and high frequencies of the audible spectrum. They are essentially adjusted to reflect only those frequencies audible to the human ear. The decibel scale has a value of 1.0 dBA at the threshold of hearing and 140 dBA at the threshold of pain. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is percieved by the human ear as being roughly twice as loud.



Therefore, a 1.0 decibel increase is just audible whereas a 10 decibel increase means the sound is perceived as being twice as loud as before. Examples of the decibel level of various noise sources include the quiet rustle of leaves (10 dBA), a soft whisper (20 to 30 dBA), the hum of a small electric clock (40 dBA), ambient noise outdoors or a house kitchen (50 dBA), normal conversation (60 dBA), or a busy street (70 to 80 dBA).

Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (Leq) is the constant level that, over a given time period, transmits the same amount of acoustic energy as the actual time-varying sound. Equivalent sound levels are the basis for both the Ldn and CNEL scales.

Day-night average sound levels are a measure of the cumulative noise exposure of the community. The Ldn value results from a summation of hourly Leq's over a 24-hour time period with an increased weighting factor applied to the nighttime period between 10:00 p.m. and 7:00 a.m. This noise rating scheme takes into account those subjectively more annoying noise events which occur during the normal sleeping hours.

Community Noise Equivalent Levels (CNEL) carry weighting penalties for noises that occur during the nighttime hours or that occur during the evening hours between 7:00 p.m. and 10:00 p.m. Because of the weighting factors applied, CNEL values at a given location will always be larger than Ldn values, which in turn exceed Leq values.

#### Harmful Effects of Noise

Approximately 20 million people in the

United States currently have some degree of hearing loss. In many of these cases, exposures to very loud, impulsive, or sustained noises caused damage to the inner ear which was substantial even before a hearing loss was actually noticed. To prevent the spread of hearing loss, a desirable goal would be to minimize the number of noise sources which expose people to sound levels above 70 decibels. But hearing impairment is only one of the harmful effects of noise on people.

Noise can also cause other temporary physical and psychological responses in humans. Temporary physical reactions to passing noises range from a startle reflex to constriction in the peripheral blood vessels, the secretion of saliva and gastric juices; and changes in heart rate, breathing patterns, the chemical composition of the blood and urine, the dilation of the pupils of the eye, visual acuity; and equilibrium. The chronic recurrence of these physical reactions has been shown to aggravate headaches, fatigue, digestive disorders, heart disease, and circulatory and equilibrium disorders. Moreover, as a source of stress, noise is a contributory factor in stress-related ailments such as ulcers, high blood pressure, and anxiety.

Two other harmful effects of noise which are commonly of concern involve speech interference and the prevention or interruption of sleep. Figure 16 illustrates how excessive background noises can reduce the amount and quality of verbal exchange and thereby impact education, family lifestyles, occupational efficiency and the quality of recreation and leisure time. As shown therein, speech interference begins to occur at about 40 to 45 decibels and becomes severe at about 60 decibels. Background noise levels affect performance and learning processes through distraction, reduced accuracy,



# SPEECH COMMUNICATION AS A FUNCTION OF BACKGROUND NOISE LEVEL

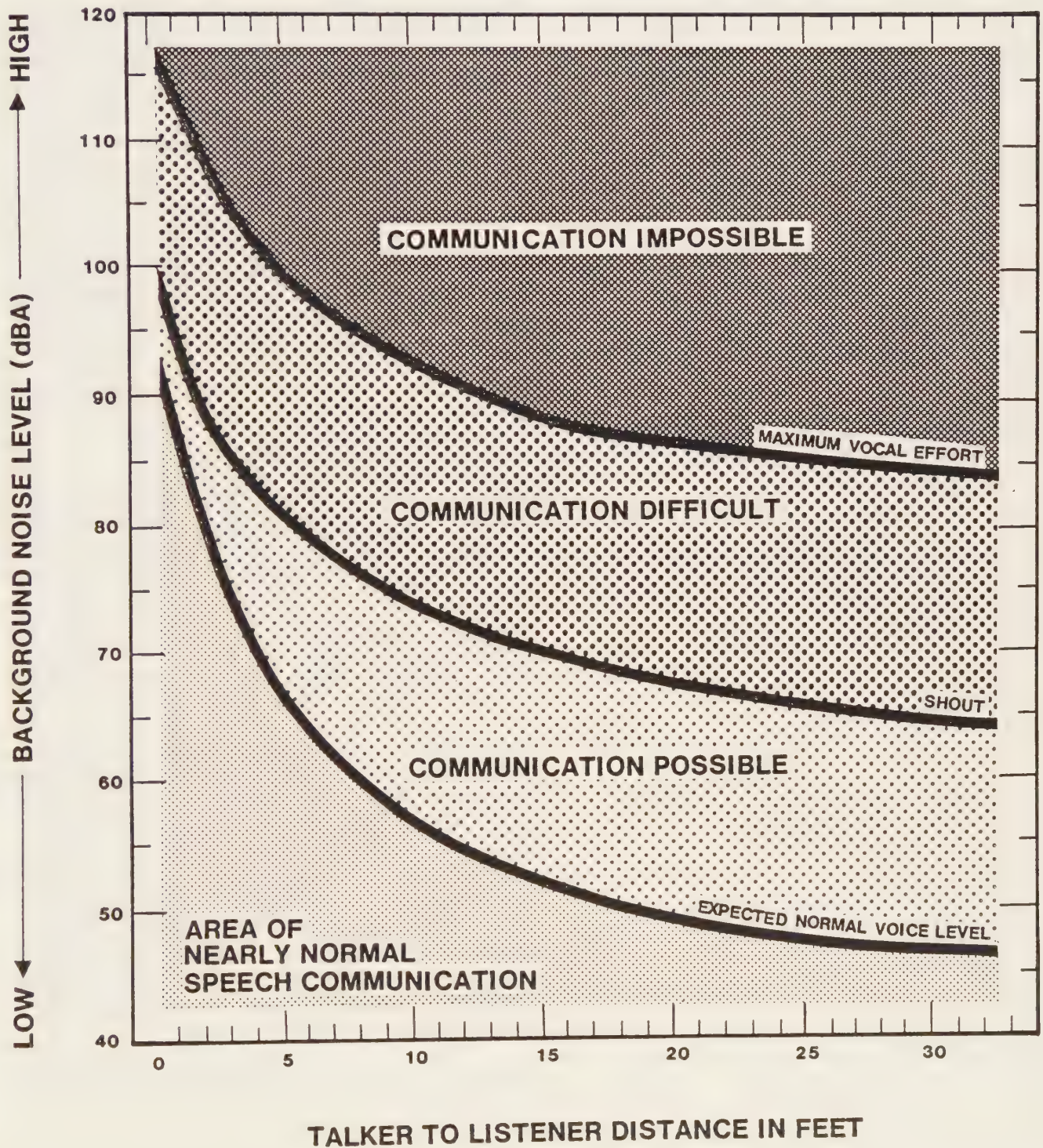


FIGURE 16

SOURCE: "EFFECTS OF NOISE ON PEOPLE" ACOUST. SOC. AM. 56, 724 (1974)



increased fatigue, annoyance and irritability, and the inability to concentrate (particularly when complex tasks are involved or in schools where younger children exhibit imprecise speech patterns and short concentration spans).

Several factors determine whether or not a particular noise event will interfere with or prevent sleep. These factors include the noise level and characteristics, the stage of sleep, the individual's age, motivation to waken, and so forth. Ill or elderly people are particularly susceptible to noise-induced sleep interference, which can occur when intruding noise-induced levels exceed the typical 35-45 decibel background noise level in bedrooms. Sleep prevention can occur when intruding noise levels exceed 50 dBA.

Table 29 summarizes the potentially harmful effects of noise on sensitive noise receptors discussed above.

Section 1092 of Title 25 of the California Administrative Code includes noise insulation standards which detail specific requirements for new multi-family structures (motels, apartments, condominiums, and other attached dwellings) located within the 60 CNEL contour adjacent to roads, rapid transit lines, or manufacturing areas.

An acoustic analysis is required showing that the multi-family units have been designed to limit interior noise levels with doors and windows closed to 45 CNEL in any habitable room. Title 21 of the California Administrative Code (Subchapter 6, Article 2, Section 5014) also specifies that multi-family attached units incorporate noise reduction features sufficient to assure that interior noise levels in all habitable rooms do not exceed 45 CNEL.

Section 65302 (g) of the Government Code

TABLE 29

## HARMFUL EFFECTS OF NOISE

Effect	Noise Levels At Which Harmful Effects Occur
Prevention or Interruption of Sleep	35 - 45 dB(A)
Speech Interference	50 - 60 dB(A)
Extra Auditory Physiological Effects	65 - 70 dB(A)
Hearing Loss	75 - 85 dB(A)

Source: California Department of Public Health Report to 1971 Legislature  
State and Federal Noise Standards

The Federal Highway Administration (FHWA) has developed a series of maximum design noise levels for various activity categories which are expressed in terms of equivalent sound levels (Leq) and L10 values. The FHWA design noise levels represent maximum values and incorporate trade-offs between desirable and feasible noise levels. The design levels appear in Table 29 and are to be applied to:

- o Those undeveloped lands for which development is planned, designed, and programmed on the date of public knowledge of the highway or other federally funded construction project,
- o Those activities and land uses in existence on the date of public knowledge of the project,
- o Those areas which have regular human use and in which a lowered noise level would be of benefit.

TABLE 30

DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS<sup>1</sup>

Activity Category	Design Noise Levels <sup>2</sup> L eq (h)	Description of Activity Category
A	57 dBA (exterior)      60 dBA	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters; particular (public or private) parks; or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 dBA (exterior)      70 dBA	Public areas, recreation areas, playgrounds, active sports areas, and public or private parks which are not included in Category A and residences, motels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 dBA (exterior)      75 dBA	Developed lands, properties, or activities not included in Categories A or B above.
D	- - - - -	Undeveloped lands.
E	52 dBA (interior)      55 dBA	Residences, motels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1. Refer to Federal Highway Administration's Program Manual FHPM 7-7-3 for details.
2. Either L 10 or L eq (but not both) design noise levels may be used on a project.



specifies that it is the responsibility of the City of Poway to specify the manner in which the Noise Hazard Element will be integrated into the zoning plan and tied to the Land Use Element, Circulation Element, and a local noise ordinance. The Noise Hazard Element, once adopted, also becomes the guideline for determining compliance with the State noise insulation standards discussed above. The Office of Noise Control, established by the California Noise Control Act of 1973, has developed criteria and guidelines for local agencies to use in setting standards for human exposure to noise and preparing noise elements.

#### Land Use Compatibility with Noise

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than commercial or manufacturing activities. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design of new developments. As ambient noise levels affect the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop, and work.

The City of Poway must make a determination regarding how much noise is too much. Guidelines for land use compatibility with noise have been generated by the U.S. Department of Housing and Urban Development and the California State Office of Noise Control, as shown in Figures 17 and 18 the community's sensitivity to noise may also be taken into account by the adjustment factors shown in Table 31, which allow acceptability standards to be set which:

- 1) reflect the desires of the community

TABLE 31  
NORMALIZED CNEL CORRECTIONS

Type of Correction	Description	Measured CNEL <sup>2</sup> Change (dB)
Seasonal Correction	Summer (or year-round operation).	0
	Winter only (or windows always closed).	-5
Correction for Outdoor Residual Noise Level	Quiet suburban or rural community (remote from large cities and from industrial activity and trucking).	+10
	Quiet suburban or rural community (not located near industrial activity).	+5
	Urban residential community (not immediately adjacent to heavily traveled roads and industrial areas).	0
	Noisy urban residential community (near relatively busy roads or industrial areas).	-5
	Very noisy urban residential community.	-10
Correction for Previous Exposure and Community Attitudes	No prior experience with the intruding noise.	+5
	Community has had some previous exposure to intruding noise but little effort is being made to control the noise. This correction may also be applied in a situation where the community has not been exposed to the noise previously, but the people are aware that bona fide efforts are being made to control the noise.	0
	Community has had considerable previous exposure to the intruding noise and the noise maker's relations with the community are good.	-5
	Community aware that operation causing noise is very necessary and it will not continue indefinitely. This correction can be applied for an operation of limited duration and under emergency circumstances.	
Pure Tone or Impulse	No pure tone or impulsive character.	0
	Pure tone or impulsive character present.	-5

1. Source: "Guidelines for the Preparation and Content of Noise Elements of the General Plan", California Office of Noise Control, Feb. 1976.
2. Corrections to be added to the measured CNEL to obtain normalized CNEL.

and its assessment of the relative importance of noise pollution, and 2) are below the known levels of health impairment.

#### Existing Noise Exposure

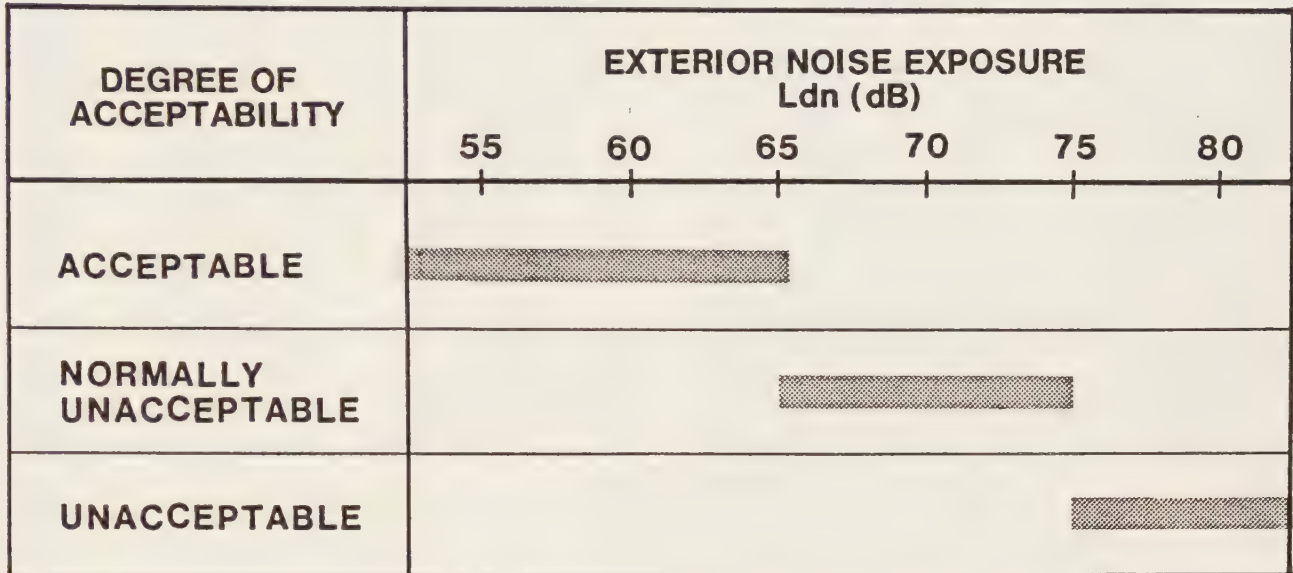
As a prerequisite to the formation of an effective noise control program, the City must be cognizant of the location and extent of local noise problems, namely major noise source locations, the number of persons exposed, and what levels of exposure exist. A community noise exposure inventory has been developed delineating the current number of people in the community exposed to various noise levels. This inventory illustrates the significance of various noise sources in terms of the population impacted. This data can then be utilized to focus noise control and abatement efforts to achieve the most good. In some cases, the control of offending noise sources will be beyond the City's jurisdiction; however, by recognizing these limitations more effective land use strategies can be developed.

#### Sensitive Noise Receptors

Land uses which are very sensitive to noise include: libraries, educational facilities, pre-schools, day care centers, hospitals, convalescent homes, churches, single family dwellings (particularly in rural areas), mobilehome parks, and in some cases passive parks and recreation areas. Moderately sensitive land uses include: multi-family dwellings, motels, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs.

Relatively insensitive uses are business, commercial, and professional developments. Insensitive noise receptors include manufacturing, utilities, agriculture, natural open

## FEDERAL EXTERIOR NOISE ACCEPTABILITY CRITERIA FOR HOUSING



Source: "Interim Noise Assessment Guidelines," U.S. Dept. Housing and Urban Development, 1980.

### INTERPRETATION

#### ACCEPTABLE

The noise exposure may be of some concern but common building construction will make the indoor environment acceptable and the outdoor environment will be reasonably pleasant for recreation and play.

#### NORMALLY UNACCEPTABLE

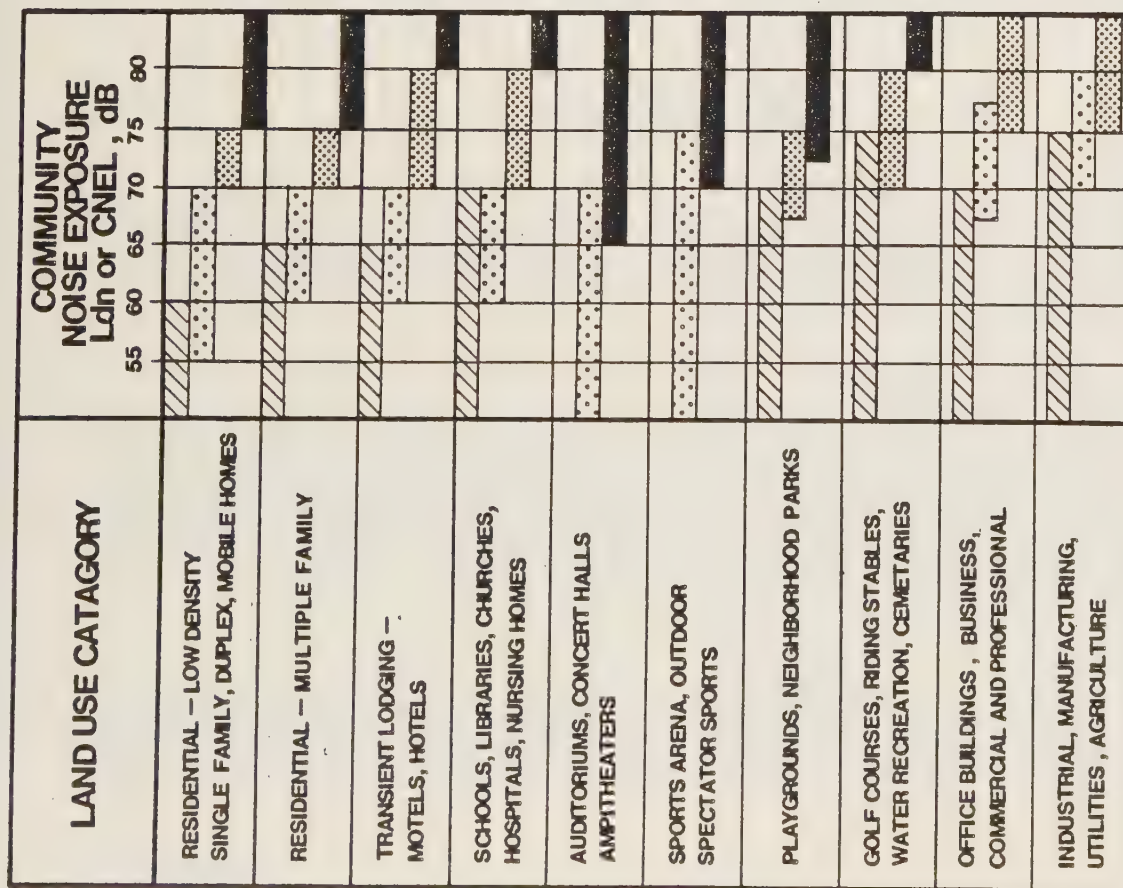
The noise exposure is significantly more severe; barriers may be necessary between the site and prominent noise sources to make the outdoor environment acceptable; special building constructions may be necessary to ensure that people indoors are sufficiently protected from outdoor noise.

#### UNACCEPTABLE

The noise exposure at the site is so severe that the construction cost to make the indoor noise environment acceptable may be prohibitive and the outdoor environment would still be unacceptable.

FIGURE 17





## INTERPRETATION

### Normally Acceptable

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

### Conditionally Acceptable

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Outdoor environment will seem noisy.

### Normally Unacceptable

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Outdoor areas must be shielded.

### Clearly Unacceptable

New construction or development should generally not be undertaken. Construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be usable.

FIGURE 18  
LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

space, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

Figure 19 depicts current land uses (other than residential) which are located within the City of Poway and considered to be very sensitive to intrusive noise. A list of these very sensitive and moderately sensitive land uses is included in the Citywide Noise Impact Analysis found in the Comprehensive Plan Technical Appendix. As shown in Figure 19, most of the noise-sensitive land uses in Poway are located along Pomerado Road, Poway Road, Midland Road, Twin Peaks Road, and Oak Knoll Road. Figure 20 illustrates residential development which is also considered to be very sensitive to noise.

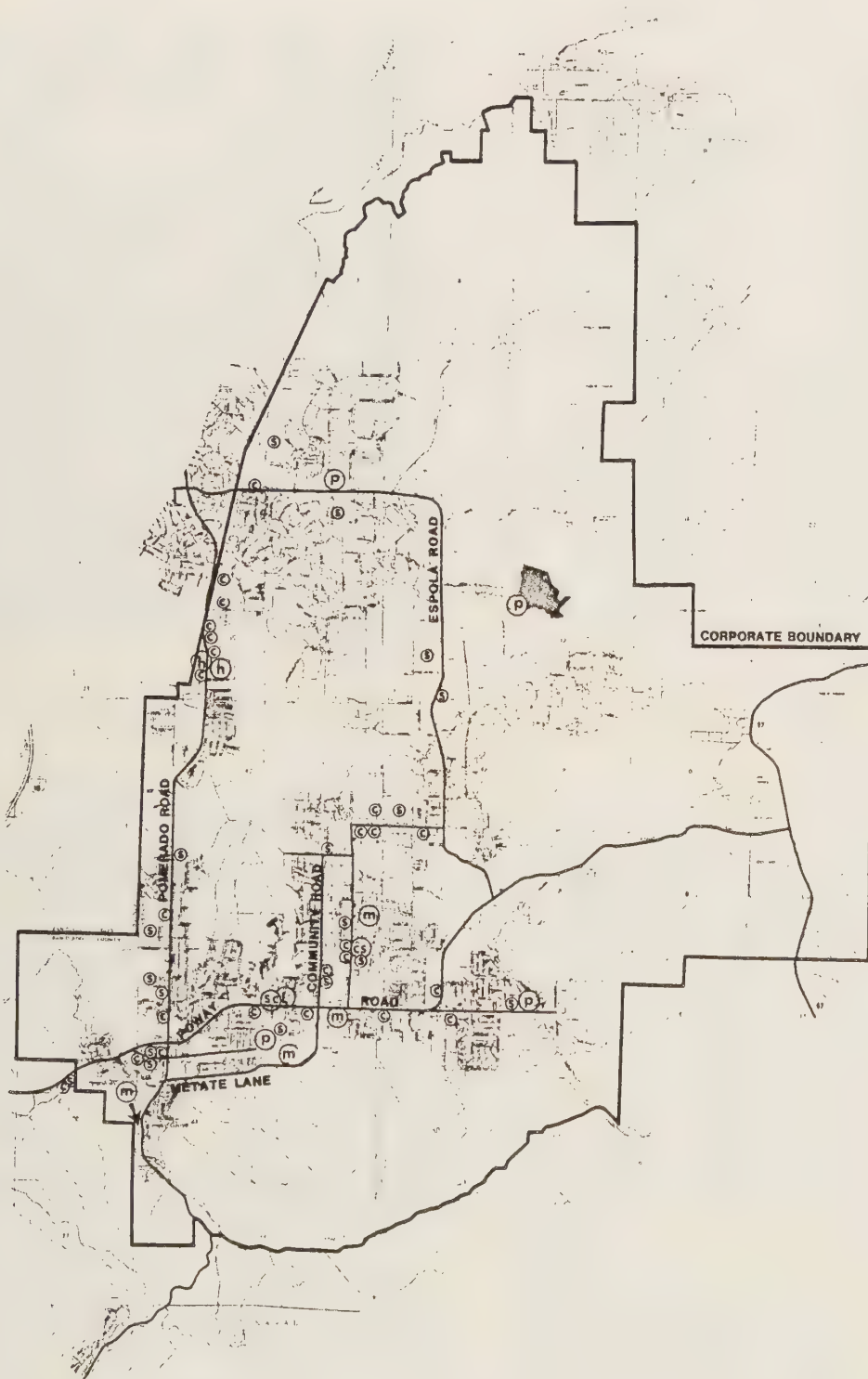
#### Significant Noise Sources

Two types of noise source should be considered, stationary and mobile sources. Fixed sources of noise include: manufacturing and construction activities, air conditioning/refrigeration units, whistles or bells, high-level radio, stereo or television usage, power tools, lawnmowers, appliances used in the home, and barking dogs. Mobile noise sources are typically transportation-related and include: automobiles, trucks, buses, motorcycles, and off-road vehicles.

Motor vehicles on the City roadway system are the major source of continuous noise. As a result, they affect the noise environment of both the existing and planned land uses adjacent to the master planned circulation system.

#### Current Noise Levels

Figure 21 illustrates the existing master planned links within the City as of June



#### LEGEND

- |               |                              |                                    |
|---------------|------------------------------|------------------------------------|
| (C) Churches  | (M) Mobilehome Parks         | (S) Schools / Nursery Schools      |
| (L) Libraries | (P) Parks / Recreation Areas | (H) Hospitals / Convalescent Homes |

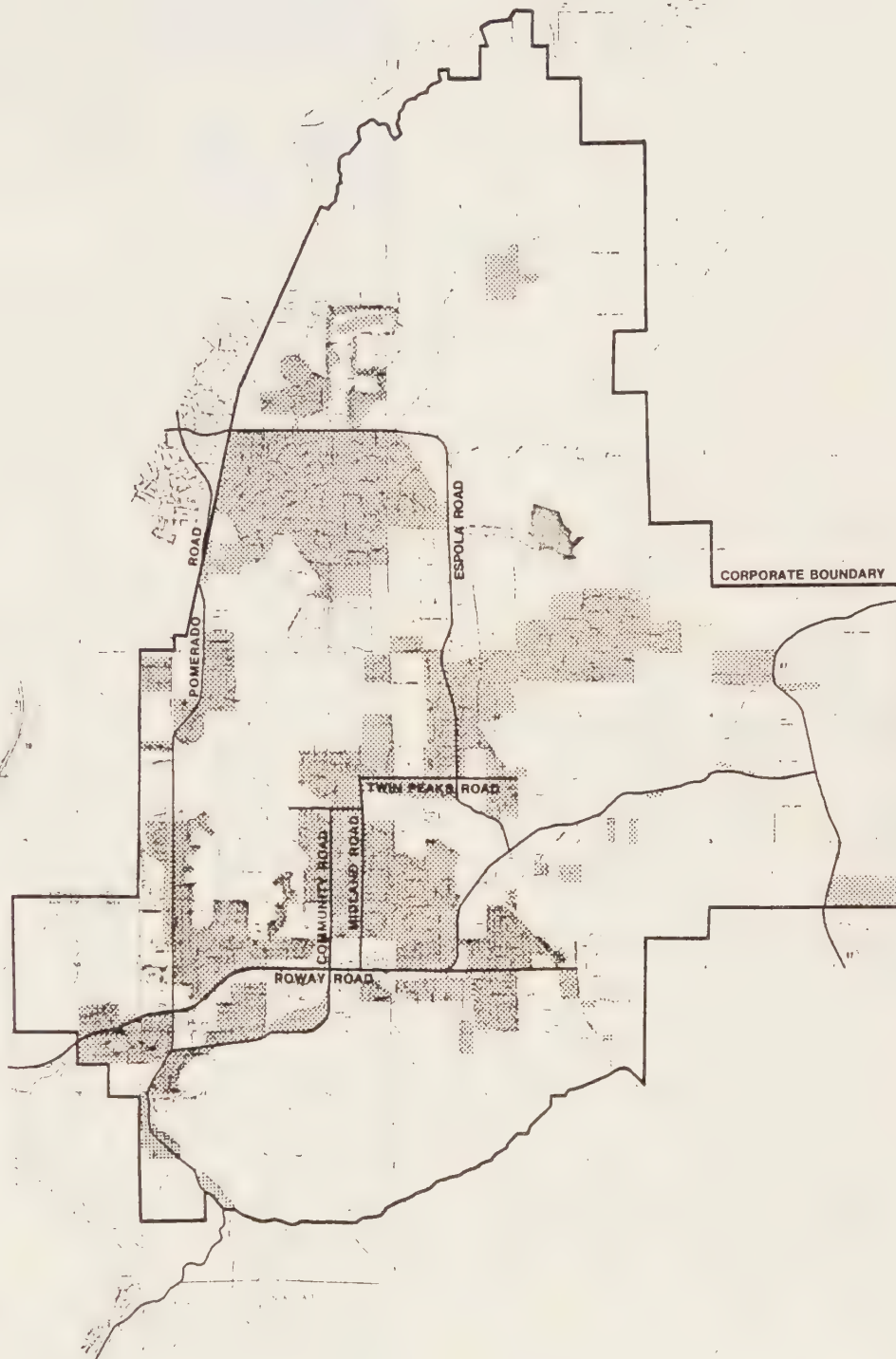
**FIGURE 19**  
**CURRENT SENSITIVE RECEPTORS**  
**CITY OF POWAY COMPREHENSIVE PLAN**





LEGEND

 Current Noise Sensitive Residential Areas



EXISTING RESIDENTIAL AREAS  
CITY OF POWAY COMPREHENSIVE PLAN

FIGURE 20

1983. The noise levels adjacent to each of these links were analyzed to determine the location and extent of current noise problems. Table 32 provides the current noise levels adjacent to the master planned links based upon current traffic volumes, lane geometrics, and posted speed limits. A truck mix of four percent was assumed.

The noise levels at 50 feet from each roadway centerline shown in Table 32 were determined by modeling each facility with the Highway Traffic Noise Prediction Model developed by the Federal Highway Administration (RD-77-108). This model is currently in use nationwide and has been verified with extensive field measurements. It accepts various parameters including: the traffic volume; vehicle mix and speed; and roadway geometry in computing equivalent noise levels during typical daytime, evening, and nighttime hours. The resultant noise levels are then weighted, summed over 24 hours, and output as the CNEL value at the observer. CNEL contours are subsequently located through a series of computerized iterations designed to isolate the 60, 65, 70, and 75 CNEL contour locations.

Table 32 includes the distance to the 60 CNEL contour for each roadway link. As shown in Table 32, the roadways where current traffic volumes generate the highest noise levels at 50 feet are: Poway Road (68.8 to 75.6 CNEL), Pomerado Road (67.7 to 70.1 CNEL), and Espola Road (66.6 to 70.2 CNEL). Poway Road carries the largest traffic volumes at the highest speeds.

Doubling the number of vehicles on a given route raises the adjacent noise levels by 3.0 dBA, but changing the vehicle speed has an even more dramatic effect. As shown for links 2 and 19 in Table 32 increasing the vehicle speed from 35 to 45 mph raises the noise level

TABLE 32  
CURRENT NOISE LEVELS ADJACENT TO MASTER PLANNED LINKS

Roadway Link	Distance (feet) to R-O-W	A.D.T. (veh/day)	Speed (mph)	CNEL (dBA) @ 50 feet	Distance (feet) to 60 CNEL
Pomerado Road					
Link 1	42	19,100	35	68.9	182
Link 2	42	14,500	35-45	67.7-70.1	152
Link 3	42	14,400	45	70.1	220
Link 4	42	14,500	45	70.1	221
Link 5	42/30	7,600	55	69.3	196
Carriage Road					
Link 6	30	3,200	35	60.7	55
Community Road					
Link 7	30	7,200	45	66.7	138
Midland Road					
Link 8	30	10,700	45	68.4	180
Espola Road					
Link 9	30	7,100	45	66.6	137
Link 10	30	10,600	45-50	68.4-69.4	179
Link 12	30	16,300	45	70.2	238
Martincolt Road					
Link 11	30	2,800	35	60.1	50
Stone Canyon Road					
Link 13	30	2,300	25	56.1	28
Twin Peaks Road					
Link 15	42/30	6,700	45	66.4	132
Poway Road					
Link 16	42	32,300	45-55	73.6-75.6	376
Link 20	42	35,600	45	74.0	401
Link 21	42	26,300	45	72.7	328
Link 23	30	11,000	50	69.6	215
Link 24	30	9,300	50	68.8	193
Metate/Community Road					
Link 19	30	5,000	35-45	62.6-65.1	74
Garden Road					
Link 22	30	12,000	35	66.4	133

Note: All distances are measured from the roadway centerline.

# EXISTING MASTER PLANNED LINKS

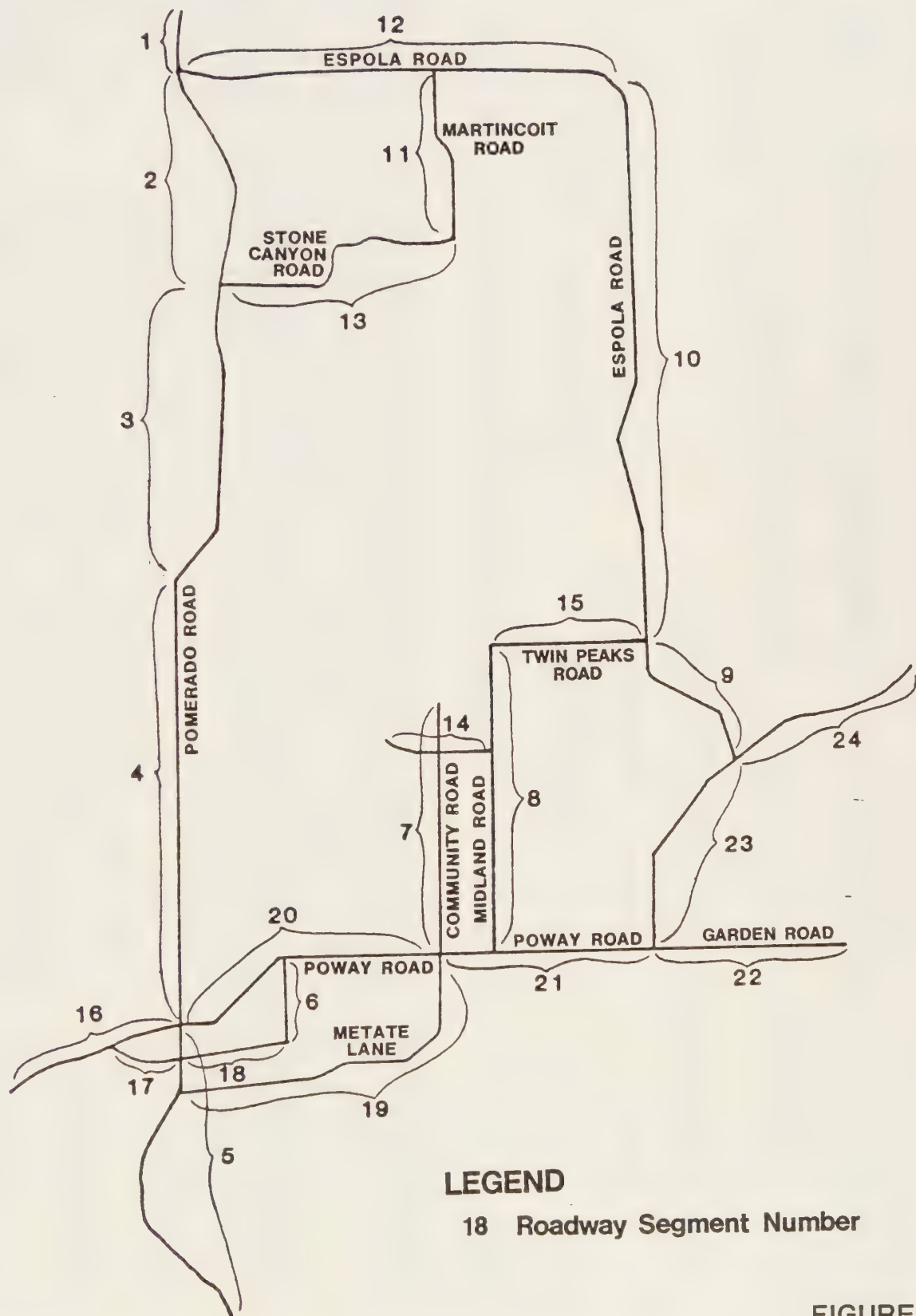


FIGURE 21



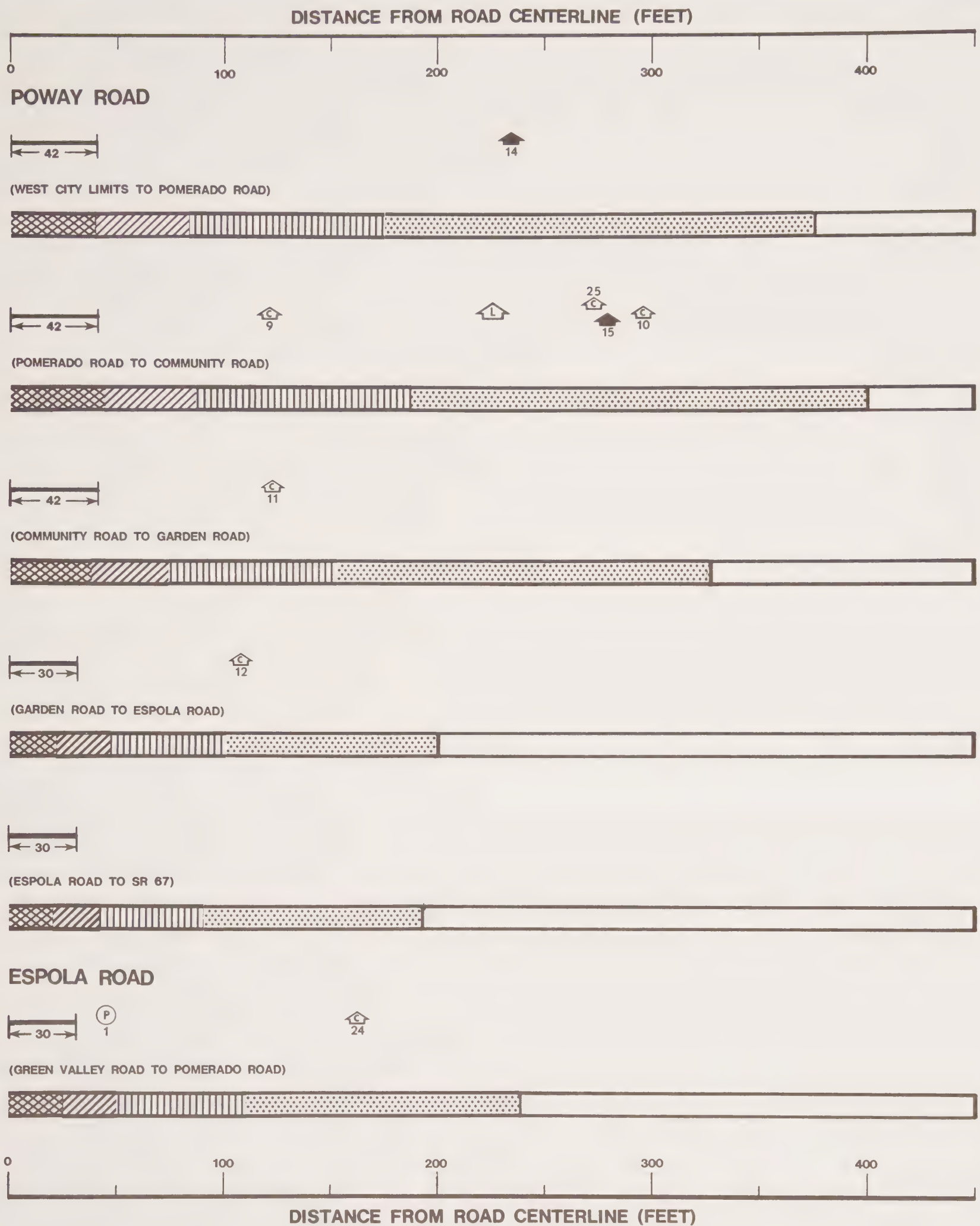
approximately 2.4 dBA. Raising the speeds from 45 to 55 mph increases adjacent noise levels 2.0 dBA and changing the speed from 45 to 50 mph increases adjacent noise levels by 1.0 dBA. Consequently, lowering motor vehicle speeds can have a significant positive impact in terms of reducing adjacent noise levels.

#### Current Noise Exposure

A comparison of the current sensitive noise receptor locations reveals the location of potential incompatibilities between land use and noise exposure. Figures 22, 23, and 24 illustrate the relationship of the sensitive noise receptors to the nearby roadway and current noise contours. The receptor identification numbers given in Figures 22, 23, and 24 allow the identity of each receptor located near a master planned roadway link to be determined from the list in the Technical Appendix.

Careful review of the land use compatibility guidelines in Figure 18 and the current noise exposures in Figures 22, 23, and 24 illustrate that only one sensitive noise receptor is currently noise impacted. Midland Elementary School, located at 13910 Midland Road, includes a playground which extends to within 37 feet of the Midland Road centerline. The maximum exterior noise exposure normally acceptable for playgrounds is 70 CNEL. The 70 CNEL contour is currently 39 feet from the Midland Road centerline; therefore, a two-foot strip of the playground is currently noise impacted. This is not considered to be a significant impact.

Other sensitive receptors are exposed to noise environments at the upper limit of the normally acceptable category. Examples are Garden Road Community School, Garden Park, and Pomerado Elementary School. Future traffic



**LEGEND**

- |                                  |                                |                         |            |               |
|----------------------------------|--------------------------------|-------------------------|------------|---------------|
| Above 75 CNEL                    | 70-75 CNEL                     | 65-70 CNEL              | 60-65 CNEL | Below 60 CNEL |
| Churches                         | Parks / Recreation Areas       | School Playground Areas |            |               |
| Libraries                        | Hospitals / Convalescent Homes | Educational Facilities  |            |               |
| Half-Section Right-Of-Way (Feet) |                                |                         |            |               |

CURRENT NOISE EXPOSURE

**CITY OF POWAY COMPREHENSIVE PLAN**

FIGURE 22

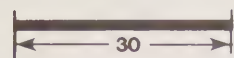




DISTANCE FROM ROAD CENTERLINE (FEET)



ESPOLA ROAD



(POWAY ROAD TO TWIN PEAKS ROAD)



21



21



3

(TWIN PEAKS ROAD TO GREEN VALLEY ROAD)



POMERADO ROAD



6



7



8

(ESPOLA ROAD TO STONE CANYON ROAD)



2



3

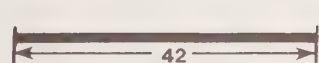


5



4

(STONE CANYON ROAD TO CAMINO DEL NORTE)



9



1

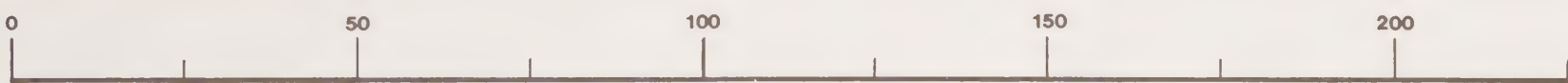


2

(CAMINO DEL NORTE TO POWAY ROAD)



(POWAY ROAD TO SOUTH CITY LIMITS)



DISTANCE FROM ROAD CENTERLINE (FEET)

LEGEND



Churches



Parks / Recreation Areas



School Playground Areas



Libraries



Hospitals / Convalescent Homes



Educational Facilities



42

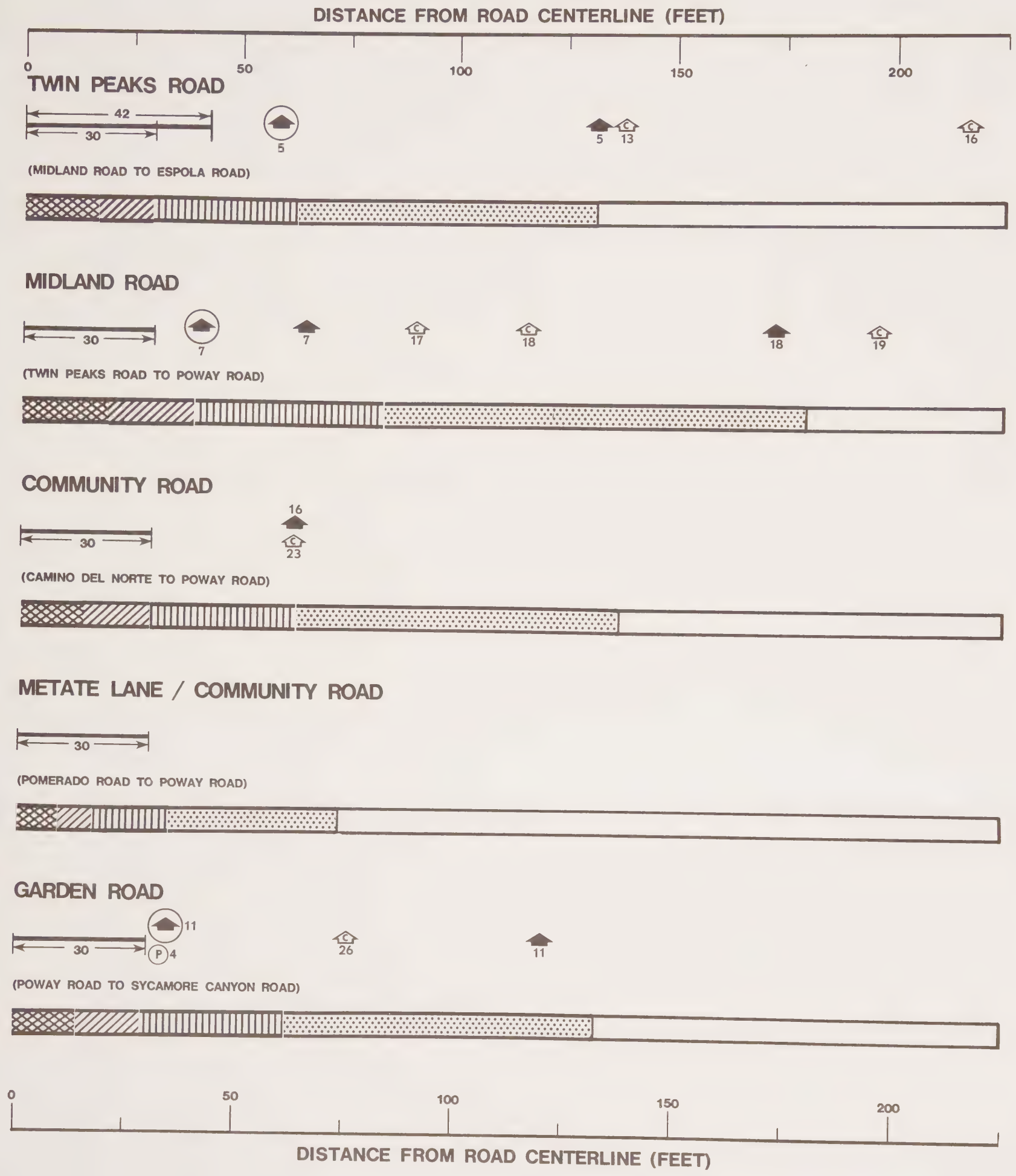
Half-Section Right-Of-Way (Feet)

# CURRENT NOISE EXPOSURE

## CITY OF POWAY COMPREHENSIVE PLAN

FIGURE 23





**LEGEND**

Above 75 CNEL	70-75 CNEL	65-70 CNEL	60-65 CNEL	Below 60 CNEL
Churches	Parks / Recreation Areas	School Playground Areas		
Libraries	Hospitals / Convalescent Homes	Educational Facilities		
Half-Section Right-Of-Way (Feet)				

CURRENT NOISE EXPOSURE

**CITY OF POWAY COMPREHENSIVE PLAN**

FIGURE 24

**PLAN**





increases on adjacent streets will increase the noise exposures at these locations and generate future noise impacts.

By noting the circulation links where the unattenuated 60 CNEL contour lies outside the master planned right-of-way in Table 32 and reviewing Figure 20 which depicts dwelling unit locations in Poway, the location of potential residential noise impact areas was identified. approximately 3,400 people in the City of Poway currently reside in 1,078 dwellings located on lots where the unattenuated noise environment reaches 65b CNEL or higher.

Residential land uses exposed to unattenuated noise levels up to 70 CNEL are located adjacent to ten of the roadway links analyzed. Table 33 summarizes these areas and the 70 CNEL contour locations for each link. All of these roadways have speed limits of 45 mph or 50 mph. Lower vehicle speeds would significantly reduce the extent of these noise-impacted areas. Additionally, some of the residential lots are quite large, with the homes and outdoor activity areas set back from the roadway sizable distances. Furthermore some incorporate noise barriers at present which reduce noise exposures in the shielded areas.

#### Future Noise Exposure

Growth in and near the City of Poway will generate increased traffic volumes. As traffic levels rise, existing residences will be exposed to higher noise levels. A 26 percent increase in daily traffic will generate a 1.0 dBA noise increase. Doubling the traffic volume will increase controlling the noise source whenever feasible and protecting the noise receptors when noise source control measures are inadequate. Unfortunately, many of the noise source control

TABLE 33  
LOCATIONS WHERE RESIDENTIAL LOTS  
MAY EXPERIENCE UNATTENUATED 70 CNEL

Roadway	Extent	Distance from R-O-W to 70 CNEL Contour
Poway Road	Garden to Espola West City Limit to Garden	16 feet 30 - 46 feet
Espola Road	Pomerado to Green Valley Twin Peaks to Green Valley	21 feet 9 feet
Midland Road	Poway Road to Twin Peaks	9 feet
Pomerado Road	Poway Road to Stone Canyon	8 feet

# PLANNED ROADWAY SEGMENTS



## LEGEND

39 Roadway Link Number

FIGURE 25



TABLE 34  
ESTIMATED FUTURE OUTDOOR NOISE EXPOSURE LEVELS

Link	1/2 Widths (ft)	A.D.T. (veh/hr)	Speed (mph)	Dist. (ft) to CNEL Contours			
				75	70	65	60
1.	26	19,800	35	32	47	90	187
2.	26	25,700	35	34	54	105	222
3.	26	19,400	45	37	63	126	268
4.	26	19,700	45	37	63	128	271
5.	26	22,700	55	48	91	190	407
6.	6	4,500	35	9	16	32	69
7.	26	24,300	45	40	71	146	312
8.	18	14,500	45	28	50	103	221
9.	26	16,900	45	35	58	116	245
10.	26	16,300	45	35	57	113	239
11.	6	2,200	35	7	11	20	43
12.	26	27,800	45	42	77	160	341
13.	6	4,200	25	7	10	19	41
14.	6	12,900	45	21	44	94	204
15.	26	17,900	45	36	60	120	255
16.	26	27,000	45	42	76	157	334
17.	18	10,200	35	21	31	58	120
18.	18	4,500	35	19	23	36	71
19.	18	8,100	35	20	28	50	104
20.	26	25,200	45	41	73	150	319
21.	26	22,400	45	39	68	139	295
22.	26	5,200	35	27	30	43	80
23.	26	22,800	50	43	79	164	351
24.	26	27,700	50	47	89	187	400
25.	18	24,300	35	27	49	100	213
26.	39	36,000	45	56	95	191	406
27.	39	29,200	45	52	85	167	353
28.	26	21,200	45	38	66	134	285
29.	39	42,000	55	72	137	287	613
30.	18	42,100	55	72	137	287	614
31.	18	17,000	35	24	40	80	168
32.	18	9,000	35	21	29	54	111
33.	18	9,500	35	21	30.5	55	115
34.	18	19,100	35	25	43	86	182
35.	18	14,700	35	23	37	73	153
36.	6	3,300	35	8	13	26	56
37.	18	12,900	35	22	35	67	140
38.	18	13,900	35	23	36	70	148
39.	18	3,500	35	18	22	32	61
40.	18	9,100	45	24	39	77	162
41.	18	8,900	45	24	38	76	160
42.	26	21,000	40	35	57	112	237
43.	6	8,200	35	11	23	48	103
44.	6	8,800	35	12	24	50	108
45.	6	4,500	35	9	16	32	69
46.	26	27,700	40	33	66	134	284
47.	39	31,300	45	53	88	175	370

TABLE 35  
NOISE LEVELS ADJACENT TO  
ARTERIALS OPERATING AT CAPACITY

Arterial Classification	Description	R-O-W (Feet)	Curb-to-Curb (Feet)	Daily Capacity	
				LOS C	LOS E
Collector	2 Lane-Undivided	60	40	10,000	15,000
Secondary	4 Lane-Undivided	84	64	20,000	24,000
Major	4 Lane-Divided	100	80	30,000	36,000
Primary	6 Lane-Divided	120	100	45,000	54,000

Arterial Classification	Speed (mph)	CNEL @ 50 Feet <sup>1</sup>	Distance to CNEL Contours (Feet) <sup>2</sup>			
			75	70	65	60
Collector	35	65.5/67.4	13/16	26/33	55/72	118/154
Secondary	35	69.1/69.8	26/27	44/49	88/99	188/212
Major	40	72.7/73.5	39/42	69/77	141/159	300/338
Primary	45	75.2/76.0	61/65	108/120	221/248	470/531

1. CNEL values for primary arterials are given at the right-of-way (60 feet).
2. Format: Level of Service C value/Level of Service E value. All distances are measured from the roadway centerline.

Acoustic architectural design involves the incorporation of noise reducing strategies in the design and lay out of individual structures. Building heights, room arrangements, window size and placement, balcony and courtyard design, and the provision of air conditioning all play an important role in shielding noise sensitive activities from intrusive noise levels.

Acoustic construction is the treatment of various parts of a building to reduce interior noise levels. Acoustic wall design, doors, ceilings and floors, as well as dense building materials, the use of acoustic windows (double glazed, doubled paned, thick, nonopenable, or small with air-tight seals) and the inclusion of maximum air spaces in attics and walls are all available options.

Noise barriers are relatively easy to design and inexpensive. Consequently, they are often used indiscriminantly in place of the techniques discussed above. Hence developments where each road is bordered by six-foot block walls behind which residences are "protected" from excessive noise levels. Ideally, noise barriers incorporate the placement of berms, walls, or a combination of the two in conjunction with appropriate landscaping to effect an aesthetically pleasing environment. Where space is available, a meandering earth berm is both effective and pleasing. Where space is restricted, a wall is effective. In either case, however, thick landscaping (utilizing evergreen plants) should be specified to reduce the visual impact of the barrier and retain the rural ambiance.

#### Goal

Community residents should be able to live and recreate in an environment free of adverse noise levels.

## Acceptable Noise Levels

### Objective 1

The City should establish adverse noise levels for various noise-sensitive uses.

Policy 1.a 60 dBA CNEL is established as the acceptable outdoor noise exposure level for rural and single family residential areas.

Policy 1.b 65 dBA CNEL is established as the acceptable outdoor noise exposure level for multiple-family residential areas.

Policy 1.c In the event that outdoor acceptable noise exposure levels cannot be reached by various noise attenuation mitigation measures, indoor noise levels shall not exceed 45 dBA CNEL.

Policy 1.d 70 dBA CNEL is established as the acceptable outdoor noise exposure level for schools (public and private), libraries, churches, hospitals, nursing homes, parks, and recreation areas.

## Land Use Compatibility

### Objective 2

Land use distribution should account for the noise characteristics of basic uses.

Policy 2.a The location and distribution of land uses throughout the City should take into account the compatibility of different uses with the levels of noise.

Policy 2.b The review of development applications shall consider the impact of the use on the noise environment of existing or planned contiguous uses.

Policy 2.c Where necessary because of incompatibilities, noise attenuation measures shall be required by the City to achieve the acceptable noise exposure levels.



## Circulation Compatibility

### Objective 3

Noise levels generated by arterial classification roadways should be considered when planning improvements to the circulation system.

Policy 3.a The potential for increasing the general noise level shall be considered when planning improvements to the City's circulation system.

Policy 3.b In the event that it is determined that increased noise levels will result from an improvement to the circulation system, mitigation measures shall be required which reduce the noise levels to those determined acceptable.

Policy 3.c Traffic speeds shall be regularly monitored to determine the feasibility of lowering the speeds and thus lower the traffic noise generated.

Policy 3.d The City should examine areas where truck traffic should be restricted in residential areas to reduce adverse noise and vibration levels.

Policy 3.e The City shall maintain appropriate legislation to restrict illegal or faulty exhaust systems on motor vehicles.

## Noise Attenuation Measures

### Objective 4

Noise attenuation measures should be required to reduce noise levels to an acceptable level.

Policy 4.a Where feasible, setbacks beyond the acceptable noise exposure level should be used to mitigate adverse noise conditions.

Policy 4.b Parcels affected by adverse noise levels should be properly site planned to reduce noise through the following measures:

- Uses that are compatible with higher noise levels should be located adjacent to noise generators to block noise from noise sensitive uses.
- Clustering of commercial, office, or multiple-family uses can reduce interior open space noise levels.

Policy 4.c Architectural design in adverse noise areas should shield noise-sensitive uses through:

- proper entrance and window location;
- proper patio and balcony location;
- building projections and heights;
- internal arrangement of rooms; and
- location of air conditioning equipment.

Policy 4.d Construction techniques should consider the following methods of noise reduction:

- acoustical wall design;
- use of dense building materials;
- acoustical windows (double glazed, double paned, thick and nonoperable windows); and
- noise-tight doors, ceilings, and floors.

Policy 4.e Noise barriers and berms shall be required where other noise attenuation measures fail to reduce the adverse levels, or will significantly increase the costs of continuation of land improvements; noise barriers shall be consistent with the provisions for solid enclosures found in the Community Design Element.

## Noise Ordinances

### Objective 5

Community noise ordinances should be adopted and enforced to implement the Noise Hazards Element.

Policy 5.a The City shall maintain a community noise ordinance to resolve noise complaints; the ordinance should address the following:

- prohibition of construction activities between the hours of 8:00 p.m. and 7:00 a.m.;
- noise associated with the keeping of domestic and farm animals;
- regulation of "hot rods" exhibiting tire squealing or excessive exhaust noise;
- restriction of truck traffic in some residential areas; and
- regulation of noises from manufacturing and commercial uses which are contiguous to residential areas.

#### AIR QUALITY

The generation of air pollutants which degrade the air quality and can pose a significant health hazard are closely linked to land use, transportation, and energy use planning. Daily automobile travel from the suburbs to the employment centers of metropolitan San Diego is the primary cause of air pollution in the regional area. Planning that can reduce the overall vehicle miles traveled will also reduce the amount of generated air pollutants. High demands for energy because of needless inefficiency also creates pollutants as a by product of energy production. While Poway cannot solve the regional air quality problem, through appropriate land use transportation and energy use planning the City can participate in the most feasible method.

#### Goal

Land use, transportation, and energy use planning should support the principles of reducing air pollutants to the least amount feasible.



## Land Use Planning

Poway is primarily a residential community; at least 75 percent of Poway's work force is employed outside of the City limits. Land use planning measures to reduce air pollutants should concentrate on the need to reduce the vehicle miles traveled by Poway residents on intra-city trips to shop, school, or recreation.

### Land Use Measures

#### Objective 1

Land use in Poway should promote a use pattern that reduces daily trips for shopping, school, and recreation.

Policy 1.a New neighborhood commercial centers should be located within close proximity to residential areas and include a wide range of everyday retail and service shops to shorten and reduce shopping trips.

Policy 1.b Concentrations of people such as in multiple family unit developments should be located in close proximity to neighborhood commercial centers to encourage pedestrian rather than vehicular travel.

Policy 1.c The City shall encourage the Poway Unified School District to continue current enrollment area programs whereby Poway school-age children attend Poway schools, thus reducing the need for additional buses.

Policy 1.d The City shall continue to develop neighborhood parks within close proximity to concentrations of residents to encourage pedestrian travel to recreation facilities.

#### Transportation Planning

As stated previously, 75 percent of Poway's workforce is employed outside the City limits. This causes a daily pattern

whereby a large segment of the City's population must drive westward to San Diego in the morning hours and eastward back into Poway in the evening hours. Most of this travel is done in single-occupant vehicles. Through transportation planning measures such as ridesharing, use of transit, and park-and-ride facilities, the City could reduce the number of daily vehicle miles traveled and reduce the traffic congestion particularly on Poway Road.

## Transportation Planning

### Objective 2

The City should encourage ridesharing, the use of transit, and other transportation systems management programs to reduce the amount of vehicle miles traveled and traffic congestion.

Policy 2.a The City shall explore methods of financing the construction of park-and-ride facilities by means such as developer contributions or grants-in-aid.

Policy 2.b The City should develop and implement a short-range transit plan to improve the transit system serving Poway.

Policy 2.c The usage of transit for express service from Poway to San Diego Metropolitan Area employment centers should be encouraged by the City.

Policy 2.d The City should support regional efforts to construct a high occupancy vehicle lane in I-15 to encourage transit usage and ridesharing to reduce vehicle miles traveled by commuters.

Policy 2.e The City should implement a signal-timing optimization plan for Poway Road.

Policy 2.f The use of bikeways and pedestrian and equestrian trails as

## Energy Use Planning

nonpolluting alternative forms of transportation shall be encouraged.

### Objective 3

The City should encourage every use efficiency in new developments.

Policy 3.a The City should explore the widespread usage of solar water heating for residential units.

Policy 3.b The City shall develop an energy management system for public buildings.

Policy 3.c The City should develop standards for energy-efficient landscape design.

## LAW ENFORCEMENT SERVICES

Law enforcement services are provided to meet the basic security needs of the residents of Poway. Although crime is brought about by underlying social conditions, there are physical planning and design measures which can help deter criminal activity and protect individuals and their property. These measures take two forms. The first consists of improving the security of structures and the second consists of promoting social control over the immediate community by increasing visual and social contact among citizens.

### Patrol Staffing Levels

General law enforcement staffing is determined by a concept called the "base level of service." This is a staffing plan developed by the Sheriff's Department to establish a minimum level of general patrol coverage for the more urbanized areas of the county and the contract cities. That minimum level of service is currently established at one 24-hour patrol unit (three eight-hour



cars) for each 13,275 population.

The low crime rate, average patrol response times of less than seven minutes, and community demographics could allow the City to retreat below the minimum level of service for general patrol staffing. However, the inclusion of the traffic units (1.5/24 hour units) with the patrol units (2.66) provides the City with an overall staffing level of one (1) 24-hour unit/8,894 population.

#### Long Range Staffing

Traffic staffing levels are largely based on guidelines developed by the International Association of Chiefs of Police (I.A.C.P.). Additionally, the nature and configuration of the roadways, prior accident and enforcement history, the judgment of the traffic supervisors, and the desires of the City are elements which help determine adequate traffic staffing levels.

Based upon current crime and traffic statistical data, the current level of staffing is presently considered "optimal." The current combined level of patrol and traffic will probably be sufficient to accommodate a population up to 42,000.

#### Law Enforcement and Design

In response to the alarming increase in urban crime rates during the late 1960's, architects, housing developers, city planners, and police began to explore the relationship between man's physical environment and criminal activities. It had become increasingly apparent that the crime problems could not be solved by continual expansion of police forces or costly expenditures on security and surveillance equipment. Numerous studies were conducted to determine the relationships between the location of crimes and the physical considerations

such as building size, densities, architectural features, and landscaping. One idea that emerged from these various studies was the concept of "defensible space."

"Defensible Space" can be defined as a physical environment which inhibits crime by creating a social fabric that defends itself:

" . . . All the different elements which combine to make a defensible space have a common goal - an environment in which latent territoriality and sense of community in the inhabitants can be translated into responsibility for ensuring a safe, productive, and well-maintained living space. The potential criminal perceives such a space as controlled by its residents, leaving him an intruder easily recognized and dealt with . . ."(1)

The role of the City in employing the concepts of "defensible space" and other crime-preventive measures has never been formally defined. Although the design of all development proposals is now reviewed by the City Council, crime preventive design measures have not traditionally been a concern of local governments. One of the purposes of this element is to formally describe the importance of "defensible space" and clearly illustrate the function of this concept as part of the general plan and development process.

Traditionally, the responsibility for maintaining security in suburban neighborhoods has been relegated to the police and locksmiths. However, this situation is self-deceptive. When people attempt to protect themselves on an

(1) Newman, Oscar, Defensible Space, New York Collier Books, 1973.

individual basis rather than as a community, the battle against crime is effectively lost.

"Neighborhood Watch" programs have been successfully instituted in many neighborhoods in Poway. Similar programs have been started in other cities and counties by local merchants for the protection of commercial and industrial properties. In all cases it is the open interaction, participation, and communication between citizens and with law enforcement personnel that has led to the reduction of crime. Poway should continue to highly encourage and support community programs which open the lines of communications on a regular basis and which act as a mechanism to enhance neighborhood cohesiveness.

#### Residential Design for Defensible Space

Isolated households can be oriented and designed so that the residents have private and semi-private spaces within the residential development but also create social cohesion. Neighborhood cohesion or neighborhood social support is important not only for conventional single family detached subdivisions, but in multi-family communities as well. Unfortunately, the construction of burglar-proof housing is virtually impossible. The main emphasis should be placed on the provision of security devices which delay the time required for illegal entry, in most cases a sufficient deterrent. Recommended security measures include:

- o Use of solid exterior doors without glazing, to prevent breakage of the door windows and releasing of the door lock from within. If door windows are desired, the width of the glazed area should be less than three inches to prevent access to the inside lock. (Interior keyed door



locks serve the same purpose but are not recommended since they hinder egress in the event of fire.)

- o Solid exterior doors should be equipped with fish eye lens viewer or windows located nearby to permit identification of visitors.
- o Windows should be located a sufficient distance from the door to prevent breakage of the window panes and opening of the door from within.
- o Standard exterior doors should be fitted with dead bolt locks with a minimum bolt length of one (1) inch. Sliding exterior doors should have locks on either the top or bottom track to help prevent forced entry.
- o Windows should be fitted with keyed window locks and the locks secured with tamper-proof screws.
- o Position buildings and their entries to promote the feeling that the streets are an extension of the resident's territory.
- o Amenities such as recreational areas, open areas, and vegetation within areas defined for the use of particular inhabitants.
- o Mix the private grounds of individual units with adjacent areas.
- o Employing design approaches recommended elsewhere in this document to achieve greater social contact at the micro-neighborhood scale, and a sense of possession, and thus control, of public areas which adjoin residences.

## Nonresidential Design for Defensible Space

The use of design techniques to prevent crime in nonresidential districts is more direct. The key is not to create social cohesiveness, but rather to design structures in a manner to ease the patrol operation of law enforcement officers and to aid community surveillance. Decisions involving crime prevention in commercial and industrial properties involve trade-offs between aesthetics and ease of access for patrol vehicles and also involve trade-offs between privacy and acoustical protection between commercial properties and adjoining residential properties. Commercial office and industrial properties that are designed in a manner to provide interior garden courts with private fenced patios with designs that isolate entrance points are more prone to burglary and robbery than those that have a high degree of visual accessibility. A typical solution to isolate noise impacts from parking areas in commercial operations from residential is to construct masonry barriers and landscaping beds.

Law enforcement personnel have indicated that a masonry wall/landscape setback solution to attenuate noise and visual intrusion does not increase incidents of burglary in adjoining homes. Recommended security measures include:

- o Entrances and exits to buildings should be kept to a minimum, be well lighted, and visible to the public and patrols.
- o Walkways should be situated to generate enough traffic to provide a deterrent by virtue of the number of people using the path at all times.
- o Landscaping materials along walkways and parking lots should not permit concealment.

- o Adequate lighting should be provided along all streets, in parking lots, in landscape areas, and around interior areas.
- o Parking stalls should be laid out to permit maximum observation by patrol, the public, and parking lot attendants. If possible, the lot should be at a lower grade than the surrounding streets to increase observation opportunity.
- o All means of gaining access to roofs should be removed except where required by fire codes.

#### Goal

Residents and visitors to the City should have responsive and adequate law enforcement protection through the use of the most advanced law enforcement techniques available and proper land use planning policies.

#### Continuation of High Service Level

##### Objective 1

Poway should continue to provide a high level of law enforcement protection through the development of new facilities and programs.

Policy 1.a Law enforcement headquarters should ultimately be located within the Civic Center complex on property owned by the County of San Diego for that purpose.

Policy 1.b Law enforcement personnel should be continually involved in the review process of all new developments.

Policy 1.c The City shall continue the funding of law enforcement services to maintain the existing high level of service.

Policy 1.d Continuous protection against serious crimes should occupy the central



focus of law enforcement service in the City of Poway.

## Security Programs

### Objective 2

Encourage the development and implementation of programs designed to support the sense of security within the City of Poway.

Policy 2.a The City shall continue to promote the establishment of neighborhood watch programs to encourage community participation in the patrol, and to promote awareness of any suspicious activity.

Polciy 2.b The City shall promote crime prevention programs for commercial and industrial areas.

Polciy 2.c The City shall study regional, state, and federal programs to determine where opportunities for law enforcement assistance can be utilized.

## Land Use Security Measures

### Objective 3

The City shall seek to enhance the degree of community security through the development review process.

Policy 3.a The City shall discourage crime through the incorporation of "Defensible Space" concepts into the design of dwellings and other structures including provisions that require developers to design open space, parking lots, paths, play areas, and other public spaces so that they can be under continuous surveillance by residents or users.

Policy 3.b Decisions involving crime prevention techniques in commercial and industrial properties should aid community surveillance and the patrol operations of law enforcement personnel.

## Future Service Levels

### Objective 4

The City shall encourage the improvement of the delivery of law enforcement services through functional cooperation of agencies and through available financial opportunities.

Policy 4.a The City should study the most effective and economical means of providing responsive and adequate law enforcement protection in the future.

Policy 4.b The City shall pursue appropriate legislation to ensure the availability of a greater percentage of fine and forfeiture revenue returned to the City.

Policy 4.c The City shall continue to explore the availability of state or federal grants to offset any required additions in law enforcement staffing and/or equipment.

Policy 4.d The City shall study and implement, if feasible, a "development fee" to be used for capital acquisitions.

### MEDICAL SERVICES

A major concern of the residents of Poway is the availability of medical services and facilities. Medical services and facilities should be provided with respect to the unique needs of the service area. While the regional Northern San Diego County Hospital District, in conjunction with other state agencies, administer the licensing process, the City should identify needs or assist in this process through its planning process indicating areas that may create additional demand for medical services and facilities.

A comprehensive discussion of the medical services and facilities available to

North County residents is contained in the Northern San Diego County Hospital District's Strategic Long-Range Plan, Volume I and II, 1981. Essential medical and emergency care services are currently provided in Poway at Pomerado Hospital. Pomerado Hospital is presently a 130-bed general acute care facility, providing a wide range of services except psychiatric and pediatric care. Services not provided directly at Pomerado Hospital are readily available elsewhere in the City or in neighboring communities within the district or the region.

#### Goal

The provision of quality medical services and facilities should be assured at a level consistent with the needs of the community residents.

#### On-going Coordination

##### Objective 1

The City should regularly communicate with the Northern San Diego County Hospital District to ensure that adequate health care facilities are available to meet the needs of Poway residents.

Policy 1.a The City shall assist the Northern San Diego County Hospital District in assessing programs and in developing standards that can be used to evaluate the adequacy of medical service delivery for Poway Residents.

Policy 1.b The City shall provide copies to the Northern San Diego County Hospital District of current or amended reports pertaining to the demographic characteristics of Poway.

#### Development Evaluation

##### Objective 2

Land use decisions should not overburden the ability of the Northern San Diego County Hospital District to provide a consistent level of quality medical services and facilities.



Policy 2.a The City should not approve any land use that will cause increased medical service demand beyond the facility capacities as defined by the Northern San Diego County Hospital District.

Policy 2.b The City shall provide copies of all submitted development proposals to that may cause an increase or change in medical service demand to the Northern San Diego County Hospital District.

Policy 2.c The City shall provide the Northern San Diego County Hospital District with regular reports of building permit activity.

#### EMERGENCY SERVICES

Natural and man-made acts threaten our property and personal well-being sometimes necessitating the immediate aid of fire, paramedic, or other emergency services personnel. Emergency services are probably the clearest area of responsibility by the City or other public agencies to the community. Poway's ability to protect the community residents from the effects of hazards is a combination of individual effort and City programs and operation.

Poway is a relatively safe community in terms of danger from structural fires. There exists within the community a well developed and managed fire safety program that includes two stations. In addition, the condition of most of the structures in the City is relatively good and, therefore, are more resistant to the spread of a major fire.

Wildland fires pose a greater danger because they are much harder to control and suppress and can rapidly spread due to adverse climatic conditions. There are several sections of Poway where rural and single family residential homes interface with open space areas. These

homes are in a greater amount of danger because of their proximity to wildland areas. Policies should stress the need to reduce the danger through fire-retardant building materials and buffered setbacks.

Emergency services planning in the future should emphasize the need to continue the high level of service. In addition, the City should also particularly stress the individual's part in fire protection.

#### Goal

Optimal protection from property damage and potential loss of life due to natural or man-made hazards should be provided through the continued high level of City services and the utilization of appropriate prevention programs.

#### Prevention Programs

##### Objective 1

The City should encourage the development and implementation of hazard prevention programs designed to provide adequate information and services to the community.

Policy 1.a The City shall actively encourage the generation of ideas, plans, and programs to achieve a state of community self-reliance through the following strategies:

- o Continue the use of the Weed Abatement Program.
- o Evaluate and establish a fire buffer program along heavily traveled roads through thinning, diskings, or controlled burning subject to air quality standards. Brush, but not trees, should be cleared from both sides of major arterials.
- o The existing rows of eucalyptus trees should be topped and

trimmed, and combustible vegetive materials at the tree base should be periodically removed.

- o Land management programs to prevent fuel build-up should be further developed where necessary.

Policy 1.b The City shall periodically inform the community regarding methods of achieving a state of self-reliance in fire hazard prevention.

#### Acceptable Risk

#### Objective 2

Fire hazards should be reduced to an acceptable level of risk through the implementation of fire safety regulations.

Policy 2.a All proposed development shall satisfy the minimum structural fire protection standards contained in the most recent editions of the Uniform Fire and Building Codes; however, where deemed appropriate the City shall enhance the minimum standards to provide optimum protection.

Policy 2.b The City shall maintain appropriate legislation for fire retardant roofing materials based upon the type of construction in and outside of high fire hazard areas.

Policy 2.c Emphasis on future construction and capital improvements should be toward the alleviation of deficiencies in critical risk areas.

Policy 2.d The City shall study the feasibility of regulations requiring the installation of a sprinkler system at the time of construction of new residential and nonresidential buildings and existing nonresidential structures which are to be retrofitted through expansion or substantial interior remodeling.



Policy 2.e The location of a standard for the construction of public facilities and transportation corridors should be evaluated to determine the acceptable level of risk and should be designed and improved to withstand an appropriate degree of disaster.

Policy 2.f Fire protection measures shall be expanded, where structural and/or capital improvements can not adequately protect the community from property damage or potential loss of life.

## Facility Location

### Objective 3

The location of fire and paramedic facilities shall be in the areas of greatest need.

Policy 3.a Stations shall be located on or near major arterial highways to provide for rapid response times.

Policy 3.b The timing of station construction shall relate to the rise of service demand in the surrounding areas.

Policy 3.c The location of stations should consider existing and projected land uses and appropriate buffering should be provided where necessary.

Policy 3.d Opportunities for joint-power agreement facilities and/or operations should be evaluated and pursued where practical.

## Mutual Aid and Disaster Preparedness

### Objective 4

The City should recognize and continue to commit community resources to the regional mutual aid plans and should encourage the development of community programs.

Policy 4.a The City shall support its mutual aid agreement and communication links with the County and the other

municipalities participating in the Unified San Diego County Emergency Service Organization.

Policy 4.b The City shall utilize its Emergency Plan to provide direction to all persons responsible for acting in a disaster situation.

Policy 4.c The City shall encourage the generation of ideas, plans, and programs for the improvement of Poway's Emergency Plan through the following strategies:

- o Evaluate and include where appropriate middle management and nonmanagement personnel in active roles.
- o Select and establish a location for a permanent emergency operation center and a secondary command post and equip these centers with sufficient supplies to begin operations immediately in the case of a disaster.
- o Encourage volunteer and civic organizations to educate and equip themselves to provide the community emergency assistance if called upon.
- o Develop an accurate citywide emergency resource inventory of locally available supplies, equipment, and heavy vehicles and devise a state of emergency procurement procedure.

Policy 4.d A detailed Disaster Response Manual should be prepared to describe the appropriate actions of all safety classified personnel and make this document available to the public and City staff.

Functional and Financial Opportunities Objective 5

Encourage and support the delivery of a quality level of emergency services through the pursuit of functional cooperation and financial opportunities available.

Policy 5.a Ensure that the maximum advantage is obtained from the resources of the federal government, state, county, and neighboring municipalities and support efforts of other jurisdictions to provide safety related services.

Policy 5.b Advocate and support State legislation which would provide tax incentives encouraging the repair or demolition of structures which are classified as high fire hazards.



**PART TWO:**  
**ZONING DEVELOPMENT CODE**

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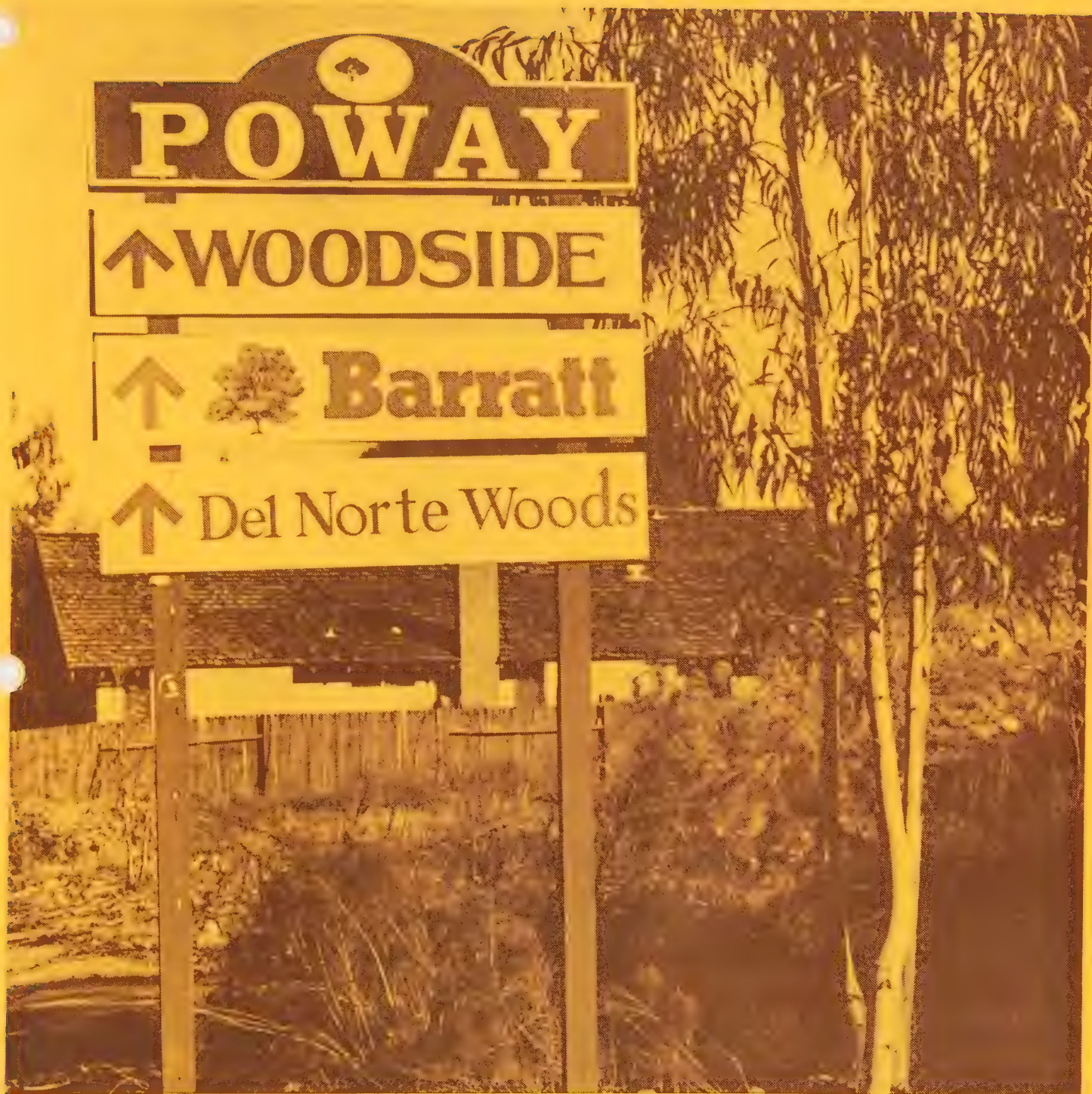


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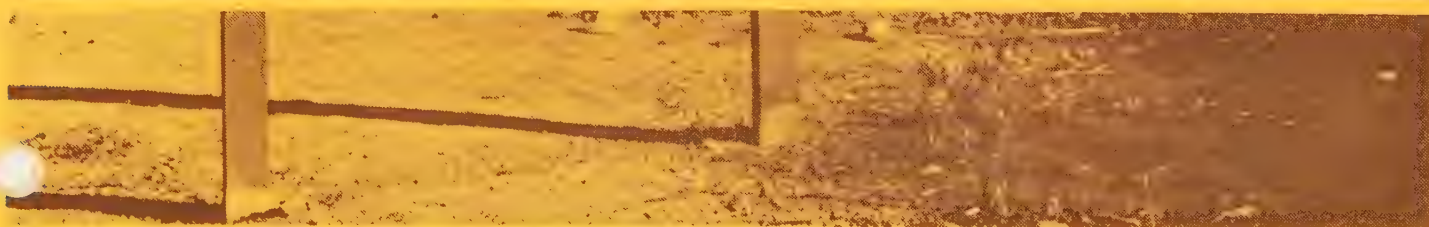
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## ZONING DEVELOPMENT CODE







## PART TWO: THE ZONING DEVELOPMENT CODE

### INTRODUCTION

Zoning is one of many legal and administrative devices by which city plans may be implemented. The Zoning Development Code has been selected as the primary tool for the implementation of the General Plan. It sets forth the regulations for the development or redevelopment of all property by establishing:

- o setbacks;
- o building height;
- o parking requirements;
- o landscape requirements;
- o use restrictions;
- o animal regulations;
- o density of development;
- o lot size, width and depth;
- o fencing requirements.

The Zoning Development Code along with the Zoning Development Plan delineate precisely where and what can or cannot be done. Those documents along with the General Plan and the Environmental Analysis Section comprise the Comprehensive Plan to guide the existing and future development of Poway.

The Zoning Development Plan is organized into four basic zone areas:

- o Residential Zones;
- o Commercial Zones;
- o Manufacturing Zones;
- o Special Purpose Zones.

Each of these four basic zone areas is further broken down into specific zones:

#### Residential Zones

RR-A thru C	Residential Rural A thru C
RS-2	Residential Single Family 2
RS-3	Residential Single Family 3
RS-4	Residential Single Family 4
RS-7	Residential Single Family 7
RC	Residential Condominium
RA	Residential Apartment



### Commercial Zones

CO	Commercial Office
CN	Commercial Neighborhood
CG	Commercial General
CC	Commercial Community

### Manufacturing

MP	Manufacturing Park
MS	Manufacturing Service

### Special Purpose

LM	Low and Moderate Income
MHP	Mobile Home Park
PRD	Planned Residential Development
PC	Planned Community
OS	Open Space
RSC	Residential Senior Citizen

The Zoning Development Plan delineates the boundaries of the zones and designates the property with the letter abbreviation.

The Zoning Development Code is written to be clear, concise, and easy to read. Each of the individual zones is divided into seven basic sections:

- o Purposes;
- o Permitted and Conditional Uses;
- o Property Development Standards;
- o Performance Standards;
- o Accessory Structures;
- o Walls and Fences;
- o Signs.

In most cases the Zoning Development Code is the translation of the Goals, Objectives, and Policies of the General Plan into the regulations guiding development of residential, commercial, manufacturing uses, and special uses.

## SECTION 1 GENERAL PROVISIONS

### SECTION 1.0 PURPOSE AND SCOPE

- A. For the purpose of promoting and protecting the public health, safety, and welfare of the people of the City of Poway, to safeguard and enhance the appearance and quality of development of the City of Poway, and to provide for the social, physical and economic advantages resulting from comprehensive and orderly planned use of land resources, a Zoning Development Code defining classifications of zones and regulations within those zones hereby is established and adopted by the City Council.

### SECTION 1.1 PRIVATE AGREEMENTS

- A. The provisions of this Ordinance are not intended to abrogate any easements, covenants, or other existing agreements which are more restrictive than the provisions of this Ordinance.

### SECTION 1.2 REPEAL OF CONFLICTING ORDINANCES

- A. Whenever the provisions of this Ordinance impose more restrictive regulations upon construction or use of buildings or structures or the use of lands or premises than are imposed or required by other ordinances previously adopted, the provisions of this Ordinance or rules or regulations promulgated thereunder shall govern.

### SECTION 1.3 ESTABLISHMENT OF ZONES

#### A. Division of City Into Zones

In order to classify, regulate, restrict, and separate the use of land, buildings and structures and to regulate and limit the type, height, and bulk of buildings and structures in the various districts and to regulate the areas of yards and other open areas abutting and between buildings and structures and to regulate the density of population, the City hereby is divided into the following zones:

#### 1. Residential Zones

RR-A thru C	Residential Rural Zone
RS-2	Residential Single Family 2 Zone
RS-3	Residential Single Family 3 Zone
RS-4	Residential Single Family 4 Zone
RS-7	Residential Single Family 7 Zone
RC	Residential Condominium Zone
RA	Residential Apartment Zone

#### 2. Commercial Zones

CO	Commercial Office Zone
CN	Commercial Neighborhood Zone
CG	Commercial General Zone
CC	Commercial Community Zone

SECTION 1.3 ESTABLISHMENT OF ZONES: A DIVISION OF CITY INTO ZONES (cont.)

3. Manufacturing Zones

MP	Manufacturing Park Zone
MS	Manufacturing Service Zone

4. Special Purpose Zones

LM	Low and Moderate Income Combining Zone
MHP	Mobilehome Park Zone
PRD	Planned Residential Development Zone
PC	Planned Community Zone
OS	Open Space Zone
RSC	Residential Senior Citizen Zone

B. Adoption of Zones - Maps

Said several zones and boundaries of said zones and each of them hereby are established and adopted as shown, delineated and designated on the "Official Zoning Map" of the City of Poway, San Diego County, California, which map, together with all notations, references, data, zone boundaries, and other information thereon, is made a part hereof and is adopted concurrently herewith.

C. Filing

The original of the Official Zoning Map shall be kept on file with the City Clerk and shall constitute the original record. A copy of said map shall be also filed with the Planning Services Department.

D. Changes to the Zoning Map

Changes in the boundaries of the zones shall be made by Ordinance and shall be reflected on the Official Zoning Map.

SECTION 1.4 CLARIFICATION OF AMBIGUITY

If ambiguity arises concerning the appropriate classification of a particular use within the meaning and intent of this title, or if ambiguity exists with respect to matters of height, yard requirements, area requirements or zone boundaries as set forth herein, it shall be the duty of the Planning Services Director to ascertain all pertinent facts and forward said findings and interpretations, to the Council, and, if approved by the Council, thereafter such interpretation shall govern.



## SECTION 1.5 EFFECTS OF ZONING

### A. Application of Provisions

The provisions of this Ordinance governing the use of land, buildings, and structures, the size of yards abutting buildings and structures, the height and bulk of buildings, the density of population, the number of dwelling units per acre, standards of performance, and other provisions hereby are declared to be in effect upon all land included with the boundaries of each and every zone established by this Ordinance.

### B. Buildings under Construction

Any building for which a building permit has been issued under the provisions of earlier ordinances of the City which are in conflict with this Ordinance, and on which substantial construction has been performed by integration of materials on the site before the effective date of this Ordinance, may nevertheless be continued and completed in accordance with the plans and specifications upon which the permit was issued.

### C. Approved Tentative Tract Maps or Tentative Parcel Maps

Any approved tentative tract map or tentative parcel map which has been approved pursuant to the provisions of earlier ordinances of the City and which is in conflict with this Ordinance may nevertheless be continued and completed in accordance with the provisions of its approval provided it is completed within the time limit in effect at the time of its approval without extension of time thereof, and provided it complies with all other ordinances and laws in effect at the time of its approval. Final tract maps may be approved pursuant to this section and building and other permits may be issued for any lots created pursuant to this Section consistent with such approval.

## SECTION 1.6 ENFORCEMENT

### A. Enforcement by City Officials

The City Council, the City Attorney, the City Manager, the Police Chief, the Building Official, the Planning Services Director, the City Clerk, and all officials charged with the issuance of licenses or permits, shall enforce the provisions of this Ordinance. Any permit, certificate, or license issued in conflict with the provisions of this Ordinance shall be void.

### B. Actions Deemed a Nuisance

Any building or structure erected hereafter, or any use of property contrary to the provisions of a duly approved Development Review, Minor Development Review, Variance, Conditional Use Permit, or Administrative Permit, and/or this Ordinance shall be and the same hereby is declared to be unlawful and a public nuisance per se and subject to abatement in accordance with local Ordinance.

## SECTION 1.6 ENFORCEMENT (cont.)

### C. Remedies

All remedies concerning this Ordinance shall be cumulative and not exclusive. The conviction and punishment of any person hereunder shall not relieve such persons from the responsibility of correcting prohibited conditions or removing prohibited buildings, structures, signs, or improvements, and shall not prevent the enforced correction or removal thereof.

### D. Penalties

Any person, partnership, organization, firm or corporation, whether as principal, agent, employee or otherwise, violating any provisions of this Ordinance or violating or failing to comply with any order to regulation made hereunder, shall be guilty of a misdemeanor and, upon conviction thereof, shall be punishable as provided by local ordinance.

## SECTION 1.7 DEFINITIONS

- A. For the purposes of the Ordinance, certain words, phrases, and terms used herein shall have the meaning assigned to them by this Section.

When not inconsistent with the context, words used in the present tense include the future; words in the singular number include the plural; and those in the plural number include the singular. The word "shall" is mandatory; the word "may" is permissive.

1. ABUT shall mean two adjoining parcels of property with a common property line, including two or more lots adjoining only at a corner, except where such common property line is located in a public street right-of-way.
2. ACCESS OR ACCESS WAY shall mean the place, means, or way by which pedestrians and vehicles shall have safe, adequate and usable ingress and egress to a property or use as required by this Ordinance.
3. ACCESSORY BUILDING shall mean a building, part of a building, or structure, which is incidental or subordinate to the main building or use on the same building site.
4. ACCESSORY LIVING QUARTERS shall mean living quarters on the same building site as a dwelling, designed or used for housing servants or guests, having no cooking facilities or kitchen and not rented or otherwise used as a separate dwelling.
5. ACCESSORY USE shall mean a use incidental, related, appropriate and clearly subordinate to the main use of the lot or building, which accessory use does not alter the principal use of such lot or building.



SECTION 1.7 DEFINITIONS (cont.)

6. ADULT ARCADE: See Adult Motion Picture Arcade.
7. ADULT BOOKSTORE shall mean an establishment that devotes more than fifteen (15) percent of the total floor area utilized for the display of books and periodicals to the display and sale of the following:
  - a. Books, magazines, periodicals, or other printed matter, or photographs, films, motion pictures, video cassettes, slides, tapes, records, or other forms of visual or audio representations which are characterized by an emphasis upon the depiction or description of specified sexual activities or specified anatomical areas; or
  - b. Instruments, devices or paraphernalia which are designed for use in connection with specified sexual activities.

An adult bookstore does not include an establishment that sells books or periodicals as an incidental or accessory part of its principal stock-in-trade and does not devote more than fifteen (15) percent of the total floor area of the establishment to the sale of books and periodicals.

8. ADULT CABARET shall mean a nightclub, bar, theater, restaurant or similar establishment which regularly features live performances which are distinguished or characterized by an emphasis on specified sexual activities or by exposure of specified anatomical areas and/or which regularly features films, motion pictures, video cassettes, slides or other photographic reproductions which are distinguished or characterized by an emphasis upon the depiction or description of specified sexual activities or specified anatomical areas for observation by patrons.
9. ADULT DRIVE-IN THEATER shall mean an open lot or part thereof, with appurtenant facilities, devoted primarily to the presentation of motion pictures, films, theatrical productions and other forms of visual productions, for any form of consideration, to persons in motor vehicles or on outdoor seats, and presenting material distinguished or characterized by an emphasis on matter depicting, describing or relating to specified sexual activities or specified anatomical areas for observation by patrons.
10. ADULT HOTEL OR MOTEL shall mean a hotel, motel or similar establishment offering public accommodations for any form of consideration which provides patrons with closed-circuit television transmissions, films, motion pictures, video cassettes, slides or other photographic reproductions which are distinguished or characterized by an emphasis upon the depiction or description of specified sexual activities or specified anatomical areas.



SECTION 1.7 DEFINITIONS (cont.)

11. ADULT MINI-MOTION PICTURE THEATER shall mean an establishment, with a capacity of more than five but less than 50 persons, where, for any form of consideration, films, motions pictures, video cassettes, slides or similar photographic reproductions are shown, and in which a substantial portion of the total presentation time is devoted to the showing of material which is distinguished or characterized by an emphasis upon the depiction or description of specified sexual activities or specified anatomical areas for observation by patrons.
12. ADULT MODEL STUDIO shall mean any establishment open to the public where, for any form of consideration or gratuity, figure models who display specified anatomical areas are provided to be observed, sketched, drawn, painted, sculptured, photographed, or similarly depicted by persons, other than the proprietor, paying such consideration or gratuity. This provision shall not apply to any school of art which is operated by an individual, firm, association, partnership, corporation or institution which meets the requirements established in the Education Code of the State of California for the issuance or conferring of, and is in fact authorized thereunder to issue and confer, a diploma.
13. ADULT MOTION PICTURE ARCADE shall mean any place to which the public is permitted or invited wherein coin or slug-operated or electronically, electrically or mechanically controlled still or motion picture machines, projectors, or other image-producing devices are maintained to show images to five (5) or fewer persons per machine at any one time, and where the images so displayed are distinguished or characterized by an emphasis on depicting or describing specified sexual activities or specified anatomical areas.
14. ADULT MOTION PICTURE THEATER shall mean an establishment, with a capacity of fifty (50) or more persons, where, for any form of consideration, films, motion pictures, video cassettes, slides or similar photographic reproductions are shown, and in which a substantial portion of the total presentation time is devoted to the showing of material which is distinguished or characterized by an emphasis upon the depiction or description of specified sexual activities or specified anatomical areas for observation by patrons.
15. ADULT THEATER shall mean a theater, concert hall, auditorium or similar establishment, either indoor or outdoor in nature, which for any form of consideration, regularly features live performances which are distinguished or characterized by an emphasis on specified sexual activities or by exposure of specified anatomical areas for observation by patrons.
16. ADVERTISE shall mean any notice to the public for the purpose of increasing sales or business, announcing the availability of a service or product, or making claims as to the value or quality of any service or product.

SECTION 1.7 DEFINITIONS (cont.)

17. ADVERTISING STRUCTURE shall mean an on- or off-site structure of any kind or character other than the main business identification sign, erected or maintained for outdoor advertising purposes, upon which any poster, bill, printing, painting, or other advertisement of any kind whatsoever may be placed, including statuary for advertising purposes.
18. AMBIENT LEVEL shall mean that general noise level in the area at a given time.
19. ANATOMICAL AREAS: See Specified Anatomical Areas.
20. ANIMAL HOSPITAL shall mean a place where animals are given medical or surgical treatment and are cared for during the time of such treatment. Use as a kennel shall be limited to short-time boarding and shall be only incidental to such hospital use.
21. ANIMATED SIGN: See Flashing Sign.
22. AREA OF SIGNS shall mean the area of a sign shall include the entire area within any type of perimeter or border which may enclose the outer limits of any writing, representation, emblem, figure or character, together with any other material or color forming an integral part of the display or used to differentiate such sign from the background on which it is placed.

The area of a sign having no such perimeter shall be computed by enclosing the entire area within parallelograms, triangles or circles in a size sufficient to cover the entire area and computing the size of such area. In the case of a two-sided sign the area shall be computed as including only the maximum single display surface which is visible from any ground position at one (1) time. The supports or uprights on which any sign is supported should not be included in determining the sign area unless such supports or uprights are designed in such a manner as to form an integral background of the sign. In the case of any cylindrical sign the total area shall be computed on the total area of the surface of the sign.
23. APARTMENT shall mean a building or portion thereof designed and used for occupancy by two (2) or more individual persons or families living independently of each other.
24. ARCADES shall mean a place of business where five (5) or more electronic or electrical coin operated games are operated for compensation.



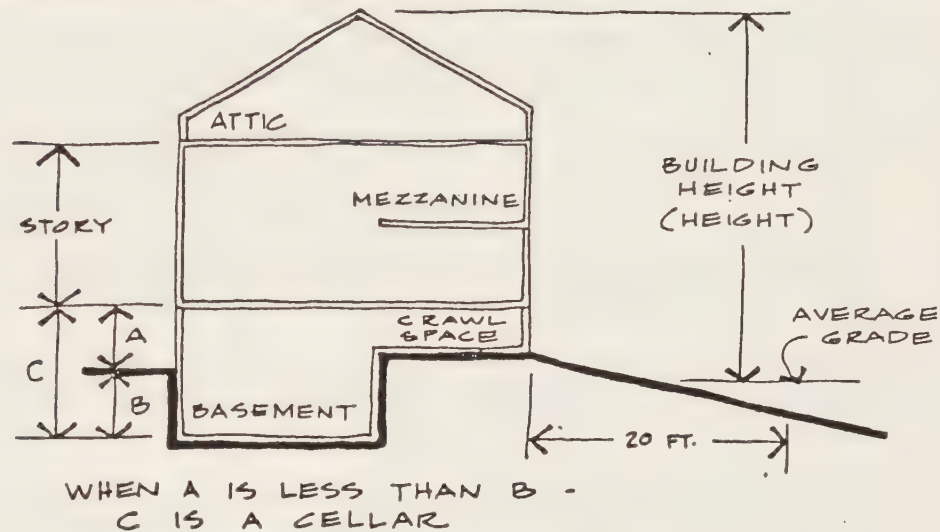
SECTION 1.7 DEFINITIONS (cont.)

25. AUTOMOBILE SERVICE STATION shall mean a lot or portion of a lot used for the servicing of motor vehicles. Such servicing may include sale of motor fuel and oils, lubrication, incidental car washing, waxing and polishing, sales and service of tires, tubes, batteries, and service of auto accessories. Such servicing shall not include tire recapping, sale of major auto accessories, wheel repair or parts, sale or rebuilding of engines, battery manufacturing or rebuilding, radiator repair or steam cleaning, body repair, painting or upholstery, or installation of auto glass.
26. BANNER, FLAG, PENNANT OR BALLON any cloth, bunting, plastic, paper or similar material used for advertising purposes attached to or pinned on or from any structure, staff, pole, line, framing, or vehicle, not including flags as described in Section 6209a16.
27. BASEMENT shall mean a story partly or wholly underground. A basement shall be counted as a story for purposes of height measurement where more than one-half (1/2) of its height is above grade.
28. BILLBOARD an off-site sign of any kind erected or maintained for outdoor advertising purposes, upon which any poster, bill, printing, or other advertisement of any kind whatsoever is placed.
29. BOARDING OR ROOMING HOUSE shall mean a building containing a dwelling unit where lodging is provided with or without meals for compensation for five (5) or more persons.
30. BUILDING shall mean any structure having a roof supported by columns or walls.
31. BUILDING FACE AND/OR FRONTAGE the area of the front building elevation in which the business is located and which faces street or parking lot excluding driveways and aisles. If more than one business is located in a single building, then such area shall be limited to that portion which is occupied by each individual business (see illustration below).



SECTION 1.7 DEFINITIONS (cont.)

32. BUILDING HEIGHT shall mean the vertical distance from the average grade to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the highest point of the highest gable of a pitch or hip roof, but exclusive of vents, air conditioners, chimneys, or other such incidental appurtenances.



33. BUILDING SITE shall mean a legally created parcel or contiguous parcels of land in single or joint ownership, which provides the area and the open spaces required by this Ordinance, exclusive of all vehicular and pedestrian rights-of-way and all other easements that prohibit the surface use of the property by the owner thereof.
34. BUSINESS CENTER shall mean a development in which businesses and structures are designed as an architecturally integrated and interrelated development. Such design is independent of the number of structures, lots, or parcels making up the center.
35. BUSINESS DIRECTORY SIGN shall mean a sign located in a multi-tenant complex which lists each business and address located therein.
36. BUSINESS IDENTIFICATION shall mean an on-site sign which identifies the business, use, or service located thereon.
37. CANOPY shall mean a permanent roof-like structure extending from part or all of a building face and constructed of durable material which may not project over a public right-of-way.
38. CANOPY SIGN shall mean a wall sign attached to the face of a canopy but not projecting above the top of the canopy.

SECTION 1.7 DEFINITIONS (cont.)

39. CARPORT shall mean a permanent roofed structure with not more than two (2) enclosed sides used or intended to be used for vehicle storage for the occupants of the premises.
40. CITY shall mean the City of Poway.
41. CLINIC shall mean a place for medical services to patients human or animal not involving the overnight housing of patients.
42. CLUB shall mean an association of persons (whether or not incorporated) for a common purpose, but not including groups organized solely or primarily to render a service as a business for profit.
43. COFFEE SHOP shall mean a completely enclosed restaurant facility wherein the customers are served at a counter and/or tables.
44. COMMUNITY APARTMENT shall mean a development in which an undivided interest in the land is coupled with the right of exclusive occupancy of an apartment located thereon.
45. COMPREHENSIVE SIGN PROGRAM shall mean a unified sign program developed to integrate signs with building and landscaping design to achieve architectural unity.
46. CONDOMINIUM shall mean an estate in real property consisting of an undivided interest in common in a portion of a parcel of real property, together with a separate interest in space in a residential, industrial or commercial building on such real property, such as an apartment, office or store.
47. CONDOMINIUM CONVERSION shall mean the conversion of rental units residential or commercial, into condominium project.
48. CONSTRUCTION OR CONTRACTOR SIGN shall mean a temporary sign which states the names of the individuals and/or firms connected with the construction of a project. Such sign may include the name of the project, the lender, the contractor, the architect, address of the business, and the emergency telephone number.
49. CONVALESCENT HOME shall mean a facility licensed by the State Department of Public Health, the State Department of Social Welfare, or the County of San Diego, which provides bed and ambulatory care for patients with post-operative convalescent, chronically ill or dietary problems, and persons aged or infirm unable to care for themselves; but not including alcoholics, drug addicts, or persons with mental or contagious diseases or afflictions.

SECTION 1.7 DEFINITIONS (cont.)

50. CONVENIENCE SIGN shall mean a sign which conveys information such as "restrooms," "no parking" or "entrance," with or without the business identification. It shall not contain brand, trade, or advertising and shall be designed to be viewed on-site by pedestrians and/or motorists.
51. COPY shall mean any words, letters, numbers, figures, designs or other symbolic representations incorporated into a sign.
52. COUNCIL shall mean the City Council of the City of Poway.
53. COUNTY shall mean the County of San Diego.
54. COUNTY RECORDER shall mean the County Recorder of the County of San Diego.
55. DAY NURSERY (including Pre-School and Nursery Schools) shall mean any building, buildings or portion thereof used for the daytime care of six included in this category.
56. DENSITY shall mean the total number of dwelling units permitted on a net acre of land exclusive of all existing public or private streets and right-of-way.
57. DEVELOPMENT shall mean the total number of dwelling units permitted on a net acre of land exclusive of all existing public or private streets and right-of-way.
58. DIRECTIONAL SIGN shall mean a sign which contains words such as "entrance," "enter," "exit," "in," "out," or other direction commands, with or without business identification, or a sign containing arrows or characters indicating traffic directions and used either in conjunction with such words or separately. No directional sign shall contain any advertising. A subdivision directional sign (kiosk) shall not be included in this category.
59. DIRECTOR OF PLANNING SERVICES shall mean the Director of Planning Services Department of the City of Poway.
60. DORMITORY shall mean a building intended or used principally for sleeping accommodations, where such building is related to an educational institution.



SECTION 1.7 DEFINITIONS (cont.)

61. DRIVE-IN OR DRIVE-THROUGH RESTAURANT shall mean a place of business which sells food products and/or beverages and which:
- a. Delivers such food products and/or beverages to customers outside of the building in which they are prepared by means of service, a window, counter, or similar method or device, or
  - b. Delivers such food products and/or beverages to customers within a building which is designed in such a manner that a majority of the customers will remove such food products and/or beverages from the building for consumption either on the premises or in the immediate vicinity.
62. DWELLING shall mean a building or portion thereof designed exclusively for residential occupancy.
63. DWELLING, GUEST shall mean a building or portion thereof designed exclusively for residential occupancy.
64. DWELLING, MULTIPLE shall mean a building containing two (2) or more dwelling units or a combination of two (2) or more separate single-family dwelling units on one lot.
65. DWELLING, SINGLE FAMILY shall mean a detached building designed exclusively for residential occupancy.
66. DWELLING UNIT shall mean one or more rooms and a single kitchen in a single family dwelling, apartment house or hotel designed as a unit for occupancy by one family for living and sleeping purposes.
67. EDUCATIONAL INSTITUTIONS shall mean public and other non-profit institutions conducting regular academic instruction at kindergarten, elementary, secondary, collegiate levels, and including graduate schools, universities, non-profit research institutions and religious institutions.
68. FAMILY shall mean an individual or two (2) or more persons related by blood, marriage or adoption, or a group including unrelated individuals bearing the generic character of and living together as a relatively permanent bona fide housekeeping unit sharing such needs as cooking facilities. Family shall also mean the persons living together in a licensed "residential facility" as that term is defined in California Health & Safety Code Section 1502(a)(1), which services six (6) or fewer persons, including the licensee, the members of the licensee's family, and persons employed as facility staff.

## SECTION 1.7 DEFINITIONS (cont.)

69. FLASHING SIGN shall mean a sign which contains or is illuminated by lights which are intermittently on and off, which change intensity or color, or which create the illusion of motion in any manner, including animated signs but not including time and temperature signs as described in Section 7.4A19 and 7.4A20.
70. FREESTANDING SIGN shall mean a sign which is permanently supported by one (1) or more uprights, braces, poles, or other similar structural components that is not attached to the building or buildings which it defines.
71. FUTURE TENANT IDENTIFICATION SIGN shall mean a temporary sign which identifies a future use of a site or building.
72. GARAGE shall mean a detached accessory building or a portion of a main building on the same lot for the parking and temporary storage of vehicles of the occupants of the premises.
73. GENERAL PLAN shall mean the General Plan of the City of Poway and shall consist of the General Plan Maps and Text adopted by the City Council.
74. GRADE shall mean the average level of the finished ground surfaces within a twenty (20) foot area surrounding a building.
75. GRAND OPENING shall mean a promotional activity not exceeding thirty (30) calendar days used by newly established businesses, within six (6) months after occupancy, to inform the public of their location and service available to the community. Grand Opening does not mean an annual or occasional promotion of retail sales by a business.
76. GROSS AREA shall mean the total horizontal area within the lot lines of a lot or parcel of land before public streets, easements or other areas to be dedicated or reserved for public use are deducted from such lot or parcel.
77. GUEST ROOM shall mean a room which is designed to be occupied by one (1) or more guests for sleeping purposes, and having no kitchen facilities.
78. HEIGHT OF A SIGN shall mean the greatest vertical distance measured from the finished grade of the sidewalk when located within the required setback area or the greatest vertical distance measured from the grade at which the sign supports intersect the ground when located beyond the required setback area including any accompanying architectural features of the sign.
79. HIGHWAY shall mean a street shown as a freeway, major, primary, or secondary highway on the General Plan of the City.



## SECTION 1.7 DEFINITIONS (cont.)

80. HOSPITAL shall mean an institution for the diagnosis, care, and treatment of human illness, including surgery and primary treatment.
81. HOTEL shall mean a structure or portion thereof or a group of attached guest rooms or suites occupied on a transient basis for compensation.
82. INOPERATIVE ACTIVITY shall mean a business or activity that has ceased operation, except for temporary closures for repairs, alterations, or other similar situations at any given location for a period of at least 30 days.
83. INTERIOR SIGN a sign inside of any business that is not intended to be read or visible from outside the building in which the business is located.
84. KENNEL, NONCOMMERCIAL shall mean any property where four (4) or more dogs or cats, over the age of four months, are kept or maintained for the use and enjoyment of the occupant for noncommercial purposes.
85. LARGE ANIMALS shall include equine and bovine animals and other such animals described and assumed by their size, weight, and/or appearance to be large animals.
86. LEGAL shall mean authorized or permitted in accordance with defined procedures by ordinance or law.
87. LEGAL LOT shall mean 1) a parcel of real property shown as a delineated parcel of land with a number or letter designation, or a subdivision map, or parcel map recorded in the office of the County Recorder and created in conformance with the State Subdivision Map Act; 2) a parcel of real property shown on a recorded record of survey map, lot division plat, or other official map filed in the office of the County Recorder or County Engineer, when such map or plat was filed as the result of and was made a condition of a lot division approved by the County of San Diego under the authority of prior or existing County Ordinances; 3) any parcel of real property which existed as a separate parcel on or before February 1, 1972, as evidenced by a valid deed recorded on or before that date; 4) a parcel of real property described in a recorded Certificate of Compliance, approved and filed by the County of San Diego of the City of Poway in accordance with the State Subdivision Map
88. LOGO shall mean a trademark or symbol used to identify a business.
89. LOT shall mean:
  - a. A parcel of real property with a separate and distinct number or other designation shown on a plat recorded in the office of the County Recorder, or

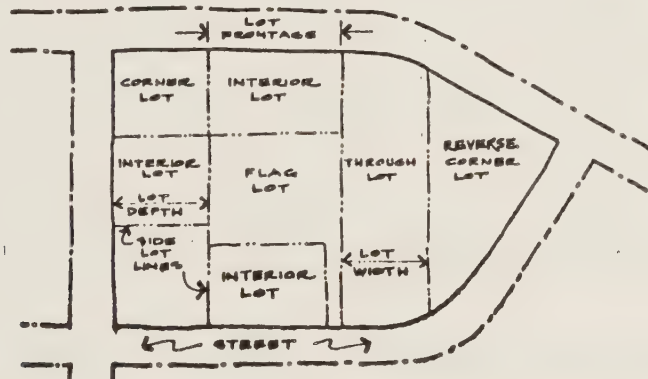


SECTION 1.7 DEFINITIONS (cont.)

- b. A parcel of real property delineated on an approved record of survey, parcel map or subdivision map as filed in the office of the County Recorder or in the office of the Planning Services Department, and abutting at least one (1) public street or right-of-way, or easement determined by the City Engineer to be adequate for the purpose of access, or
  - c. A parcel of real property abutting at least one (1) public street or right-of-way or easement determined by the City Engineer to be adequate for the purpose of access and held under separate ownership from abutting property prior to February 1, 1972.
- 90. LOT, CORNER shall mean a lot located at the intersection or interception of two (2) or more streets at an angle of not more than one hundred thirty-five (135) degrees. If the angle is greater than one hundred thirty five (135) degrees, the lot shall be considered an "Interior Lot".
  - 91. LOT COVERAGE shall mean the ratio between the ground floor area of the building or buildings and the net area of the lot, exclusive of the ultimate street right-of-way.
  - 92. LOT DEPTH shall mean the average horizontal distance between the front and rear lot lines measured in the mean direction of the side lot lines.
  - 93. LOT, FLAG shall mean a lot which utilizes a narrow strip as its means of providing frontage on a street and/or providing vehicular access to the lot.
  - 94. LOT, INTERIOR shall mean a lot other than a corner lot.
  - 95. LOT LINE shall mean any line bounding a lot as herein defined.
  - 96. LOT LINE, FRONT shall mean on an interior lot, the front lot line is the property line abutting the street. On a corner or reverse corner lot, the front lot line is the shorter property line abutting a street, except in those cases where the subdivision or parcel map specifies another line as the front lot line. On a through lot or a lot with three (3) or more sides abutting a street or a corner or reverse corner lot with lot lines of equal length, the Director shall determine which property line shall be the front lot line for the purposes of compliance with yard and setback provisions of this Ordinance. On a private street or easement, the front lot line shall be designated as the edge of the easement.

SECTION 1.7 DEFINITIONS (cont.)

97. LOT LINE, INTERIOR shall mean a lot line not abutting a street.
98. LOT LINE, REAR shall mean a lot line not abutting a street which is opposite and most distant from the front lot line. In the case of an irregular-shaped lot, a line within the lot, parallel to and at a maximum distance from the front lot line, having a length of not less than ten (10) feet. A lot which is bounded on all sides by streets may have no rear lot line.
99. LOT, REVERSE CORNER shall mean a corner lot, the side line of which is substantially a continuation of the front lot lines of the lot to its rear, whether across an alley or not.



100. LOT LINE, SIDE shall mean any lot line not a front lot line or rear lot line.
101. LOT, THROUGH shall mean a lot having frontage on two parallel or approximately parallel streets.
102. LOT WIDTH shall mean the horizontal distance between the side lot lines, measured at right angles to the lot depth at a point midway between the front and rear lot lines.
103. MAJOR REVIEW shall mean a method of review by the City Council to determine conformance with applicable ordinances.
104. MINOR REVIEW shall mean a method of review by the Director of Planning Services to determine conformance with applicable ordinances.
105. MOBILEHOME shall mean a movable or transportable vehicle, other than a motor vehicle, designed as a permanent structure intended for occupancy for one family and having no foundation other than jacks, piers, wheels, or skirtings.
106. MOBILEHOME UNIT SPACE shall mean a plot of ground within a mobilehome park designed for the accomodation of one mobilehome unit.

SECTION 1.7 DEFINITIONS (cont.)

107. MOTEL shall mean the same as "hotel".
108. MONUMENT SIGN a low profile freestanding sign, with its base resting on the ground, incorporating the design and building materials complementary to the architectural theme of the buildings on the same property.
109. NET AREA shall mean all land, utility easements and trails within a given area or project including residential lots, and other open space which directly serves the residents of the net acre; but exclusive of all public or private streets and other easements such as a floodway or flood control channel
110. NONCONFORMING BUILDING shall mean a building or portion thereof which was lawful when established but which does not conform to the provisions of this Ordinance.
111. NONCONFORMING LOT shall mean a lot, the area, frontage or dimensions of which do not conform to the provisions of this Ordinance.
112. NONCONFORMING SIGN a sign that does not comply with the provisions of this chapter.
113. NONCONFORMING USE shall mean a use lawful when established but which does not conform to the provisions of this Ordinance.
114. OFF-SITE SIGN a sign which advertises or directs attention to products or activities that are not provided on the parcel upon which the sign is located. Bus benches with advertising are included within this definition.
115. OFF-SITE SUBDIVISION SIGN a sign in accordance with this chapter, which directs traffic to a subdivision within the City of Poway.
116. ON-SITE SUBDIVISION SIGN a sign which identifies the subdivision upon which the sign is located.
117. PARAPET WALL SIGN see wall sign.
118. PARKWAY that area of a public street that lies between the curb and sidewalk or between the sidewalk and the property line of the adjacent property owner, which is used for planting purposes.
119. PEDESTRIAN TRAFFIC SIGN a sign subject to the size limitations listed in this chapter, which is other than the main business identification sign, and which is oriented to pedestrian traffic. Such sign shall not include any advertising information.

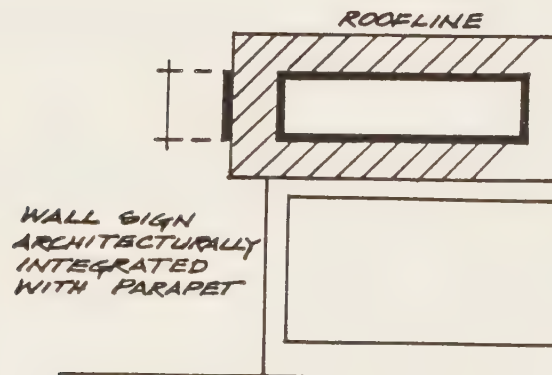
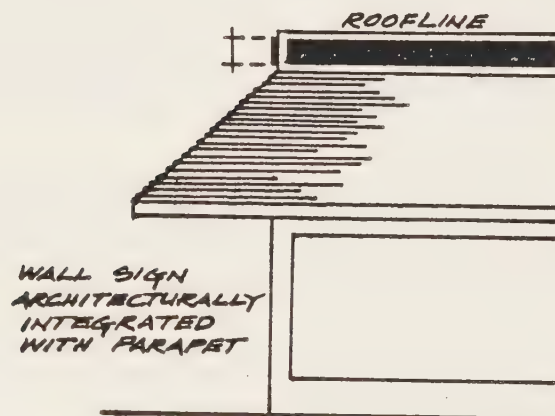
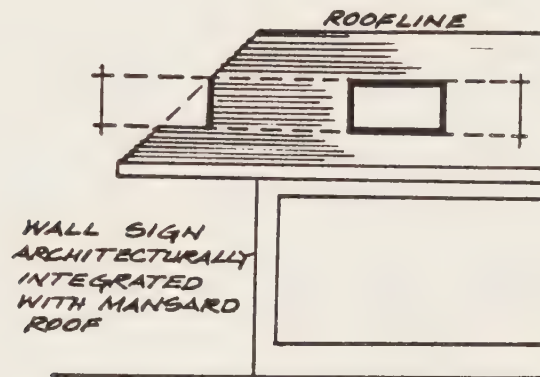


SECTION 1.7 DEFINITIONS (cont.)

120. PLANNED RESIDENTIAL DEVELOPMENT shall mean two or more dwelling units, including dwelling units in developments commonly known as town or row-housing, condominiums and cluster housing, together with related land, buildings and structures, planned and developed as a whole in a single development operation or a programmed series of operations in accordance with detailed, comprehensive plans encompassing such elements as the circulation pattern and parking facilities, open space, utilities, and lots or building sites, together with a program for provision, operation and maintenance of all areas, improvements, facilities and services provided for common use of the residents thereof.
121. POLE SIGN: See Freestanding Sign.
122. POLITICAL SIGN shall mean a sign erected prior to an election to advertise or identify a candidate, campaign issue, election proposition, or other related ballot matters.
123. PORTABLE SIGN shall mean a sign not attached or not designed to be permanently attached to a structure or to the ground.
124. PUBLIC RIGHT-OF-WAY shall mean a strip of land acquired by reservation, dedication, forced dedication, prescription or condemnation and intended to be occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary storm sewer and other public uses.
125. READERBOARD OR CHANGEABLE COPY SIGN shall mean a sign intended for a periodically changing advertising message; a sign on which copy is electrically changeable or consists of track to hold manually changeable letters.
126. REAL ESTATE SIGN shall mean a temporary sign advertising the sale or lease of the property upon which it is located, and the identification of the firm handling such sale, lease, or rent.
127. REVOLVING SIGN shall mean a sign, which all or a portion of, may rotate either on an intermittent or constant basis.
128. ROOF shall mean the external covering of a building or structure above or covering any exterior or interior vertical wall height.
129. ROOFLINE shall mean the top edge of the roof or top of the parapet, whichever forms the top line of the building silhouette.

SECTION 1.7 DEFINITIONS (cont.)

130. ROOF SIGN a sign erected, constructed, or placed upon or over a roof, or placed so as to extend over or above the roofline, which is wholly or partly supported by such buildings, not including a mansard roof or canopy if it is architecturally integrated with the roof. (See illustrations below).



SECTION 1.7 DEFINITIONS (cont.)

131. SERVICE STATIONS shall mean the same as "Automobile Service Station".
132. SETBACK, FRONT YARD shall mean the area which defines the depth of the required front yard. Said setback shall be measured from the street line or the line established by the General Plan and be removed therefrom by the perpendicular distance prescribed for the front yard setback of the zone in which the property is located.
133. SETBACK, REAR YARD OR SIDE YARD shall mean the area which defines the width or depth of the required rear or side yard setbacks. Said setbacks shall be measured from the property line, removed therefrom by the perpendicular distance prescribed for the yard setback in the Zone. Where the side or rear yard abuts a street, the distance shall be measured as set forth in the "Setback Front Yard."
134. SEXUAL ENCOUNTER ESTABLISHMENT shall mean an establishment, other than a hotel, motel, or similar establishment offering public accommodations, which, for any form of consideration, provides a place where two or more persons may congregate, associate, or consort in connection with specified sexual activities or the exposure of specified anatomical areas. This definition does not include an establishment where a medical practitioner, psychologist, psychiatrist or similar professional person licensed by the State of California engages in sexual therapy. For the purposes of these regulations, sexual encounter establishment shall include massage or rap parlor and other similar establishments.
135. SIGN shall mean any mark on any card, cloth, paper, metal, or painted character visible from outside of a structure, mounted to the ground or any tree, wall, bush, rock, fence, or structure, either privately or publicly owned. Sign shall also mean any graphic announcement, declaration, demonstration, display, illustration, or insignia, used to promote the interest of any person when the same is placed out of doors in view of the general public.
136. SITE PLAN shall mean a plan, prepared to scale, showing accurately and with complete dimensioning, all of the buildings, structures and uses and the exact manner of development proposed for a specific parcel of land.
137. SMALL ANIMALS shall mean pigmy goats, pigs, goats, sheep, poultry, rabbits, miniature horses, domestic animals and other such comparably sized animals distinguished from those described as large animals.
138. SPECIAL EVENT SIGNS shall mean a temporary sign which advertises special events and activities such as grand openings, charitable events, and Christmas tree sales. Such signs are limited to the provisions listed in this chapter and the Zoning Ordinance.



SECTION 1.7 DEFINITIONS (cont.)

139. SPECIFIC ANATOMICAL AREAS shall mean:

1. Less than completely and opaquely covered human genitals, pubic region, buttocks, anus, or female breasts below a point immediately above the top of the areolae; or
2. Human male genitals in a discernibly turgid state, even if completely and opaquely covered.

140. SPECIFIED SEXUAL ACTIVITIES shall mean:

1. The fondling or other touching of human genitals, pubic region, buttocks, anus, or female breasts; or
2. Sex acts, normal or perverted, actual or simulated, including intercourse, oral copulation, or sodomy; or
3. Masturbation, actual or simulated; or
4. Excretory functions as part of or in connection with any of the activities set forth in 1 through 3 above.

141. STABLE, COMMERCIAL shall mean a stable for horses, mules or ponies which are rented, used or boarded on a commercial basis for compensation.

142. STABLE, NONCOMMERCIAL shall mean facilities for the keeping of horses not in excess of the numbers permitted by Section 2.1B5, whether or not owned and used by the occupant of the property, without the auxilliary facilities normally associated with a commercial stable.

143. STABLE, PRIVATE shall mean an accessory building for the keeping of horses, mules or ponies for the use of occupants of the premises so long as the numbers of animals kept do not exceed those permitted by Section 2.1B5.

144. STATE shall mean the State of California.

145. STATUARY shall mean statues or sculptures that depict products, features, items, or logos of a business excluding those items that are considered design features or complements of the overall site such as wagons, benches, hand water pumps, troughs, and other like items.

146. STORY shall mean that portion of a building included between the surface of any floor and the surface of the floor next above it, or if there be no floor above it, then the space between such floor and the ceiling next above it.

## SECTION 1.7 DEFINITIONS (cont.)

147. STREET shall mean a public thoroughfare or right-of-way or approved private thoroughfare or right-of-way determined by the City Engineer to be adequate for the purpose of access, which affords the principal means of access for abutting property including avenue, place, way, drive, land, boulevard, highway, road and any other thoroughfare, except as excluded in this Ordinance. The word "street" shall include all major and secondary highways, traffic collector streets, and local streets.
148. STRUCTURE shall mean a mobilehome or anything constructed or erected, building of any kind, or any piece of work artificially built up or composed of parts joined together in some definite manner, which requires location on or in the ground or is attached to something having a location on or in the ground, including swimming and wading pools and covered patios, excepting paved areas, walks, tennis courts, and similar outdoor areas, and further excepting fences or walls forty eight (48) inches or less in height.
149. STRUCTURAL ALTERATION shall mean any change in or alteration to a structure involving a bearing wall, column, beam or girder, floor or ceiling joists, roof rafters, roof diaphragms, foundations, piles, retaining walls, or similar components.
150. TEMPORARY SIGNS shall mean a sign erected for a temporary purpose attracting attention to an activity as provided for within this chapter.
151. USE shall mean the purpose for which land or a building is arranged, designed, or intended, or for which either land or building is or may be occupied or maintained.
152. USEFUL LIFE shall mean the period of time in which a sign and all its parts, portions, and materials are maintained and kept in proper repair as specified in Section 7.4E2 of this chapter.
153. VEHICLE SIGN shall mean a sign which is attached to or painted on a vehicle.
154. WALL SIGN shall mean a sign painted on, attached to, or erected against the wall of a building or structure with the exposed face of the sign parallel to the plane of said wall. A parapet, mansard, or canopy wall sign shall be considered a wall sign, provided they are architecturally integrated with the building and do not project above the roofline.
155. WHOLESALE shall mean the selling of any type of goods for purpose of resale.
156. WINDOW SIGN shall mean a sign painted, attached, glued, or otherwise affixed to a window for the purpose of being visible from the exterior of the building.

SECTION 1.7 DEFINITIONS (cont.)

157. YARD shall mean any open space on the same lot with a building or dwelling group, which open space is unoccupied and unobstructed except for the projections permitted by this Ordinance.
158. YARD, FRONT shall mean a space between the front yard setback and the front lot line or future street line, and extending the full width of the lot.
159. YARD, REAR shall mean a space between the rear yard setback and the rear lot line, extending the full width of the lot.
160. YARD, SIDE shall mean a space extending from the front yard, or from the front yard lot where no front yard is required by this Ordinance, to the rear yard, or rear lot.
161. ZONING DEVELOPMENT CODE AND/OR ORDINANCE shall mean the Zoning Regulations of the City of Poway.





## **SECTION 2 RESIDENTIAL ZONES**

### **SECTION 2.0 PURPOSES**

In addition to the objectives outlined in Section 1.0 (Purposes and Scope) the Residential Zones are included in the zoning development regulations to achieve the following purposes:

- A. To reserve appropriately located areas for family living at a broad range of dwelling unit densities consistent with the General Plan and with sound standards of public health, safety and welfare.
- B. To ensure adequate light, air, privacy, and open space for each dwelling.
- C. To minimize traffic congestion and to avoid the overloading of public services and utilities by preventing the construction of buildings of excessive bulk or number in relation to the land area around them.
- D. To protect residential properties from noise, illumination, unsightliness, odors, smoke and other objectionable influences.
- E. To facilitate the provision of utility services and other public facilities commensurate with anticipated population, dwelling unit densities, and service requirements.

#### **RR-A thru C Residential Rural Zone**

This zone is intended as an area for very low density residential uses with minimum lot sizes of one (1) acre and maximum densities of 1.0 unit per net acre. Additional uses are permitted that are complementary to, and can exist in harmony with, a rural residential neighborhood. Specific slope criteria shall be applied in the determination of the maximum allowable densities to achieve compatibility with the topography and public service constraints.

#### **RS-2 Residential Single Family - 2 Zone**

This zone is intended as an area for low density residential use with a minimum lot size of 20,000 square feet and maximum density of two units per net acre. Additional uses are permitted that are complementary to, and can exist in harmony with, low density neighborhoods.

#### **RS-3 Residential Single Family - 3 Zone**

This zone is intended as an area for single family residential development with minimum lot sizes of 15,000 square feet and maximum densities of 3.0 units per net acre. Additional uses are permitted that are complementary to, and can exist in harmony with, a residential neighborhood.

#### RS-4 Residential Single Family - 4 Zone

This zone is intended as an area for single family residential development on minimum lot sizes of 10,000 square feet and maximum densities of 4.0 units per net acre. Additional uses are permitted that are complementary to, and can exist in harmony with, a residential neighborhood.

#### RS-7 Residential Single Family - 7 Zone

This zone is intended as an area for single family residential development on minimum lot sizes of 6,000 square feet and maximum densities of 7.0 units per net acre. Additional uses are permitted that are complementary to, and can exist in harmony with, a residential neighborhood.

#### RC Residential Condominium Zone

This zone is intended as an area for the development of Residential Condominiums with provisions for adequate light, air, open space and landscaped areas at a maximum density of 12 units per net acre. Additional uses are permitted that are complementary to, and can exist in harmony with, a residential condominium development.

#### RA Residential Apartment Zone

This zone is intended as an area for the development of Residential Apartments with provisions for adequate light, air, open space and landscaped areas at a maximum density of 20 units per net acre. Additional uses are permitted that are complementary to, and can exist in harmony with, a residential apartment development.

### SECTION 2.1 PERMITTED AND CONDITIONAL USES: R ZONES

The following uses shall be permitted; uses where the symbol "P" appears and uses subject to a Conditional Use Permit where the symbol "C" appears in the column beneath each zone designation; the symbol "X" indicate prohibition:

<u>A. Residential Uses</u>	<u>RR-A thru C</u>	<u>RS-2</u>	<u>RS-3</u>	<u>RS-4</u>	<u>RS-7</u>	<u>RC</u>	<u>RA</u>
1. Single family dwellings	P	P	P	P	P	P	P
2. Guest dwellings or accessory living quarters.	P	P	P	P	P	P	P
3. Second single family dwelling on the same lot as an existing single family dwelling (See Section 2.3 A3)	C	C	C	C	C	C	C



SECTION 2.1 PERMITTED AND CONDITIONAL USES: R ZONES (cont.)

<u>A. Residential Uses (cont.)</u>		<u>RR-A thru C</u>	<u>RS-2</u>	<u>RS-3</u>	<u>RS-4</u>	<u>RS-7</u>	<u>RC</u>	<u>RA</u>
4. Mobilehomes on individual lots, and permanent foundations which are certified under the National Mobile-home Construction and Safety Standards Act of 1974 and which were constructed after October 1976.	X		X	X	X	P	X	X
5. Group residential, including but not limited to boarding or rooming homes, dormitories, retirement homes (maximum units to be determined by the use permit).	X		X	X	C	C	C	C
6. Multiple dwellings								
a. Rental	X		X	X	X	X	P	P
b. Individual unit ownership	X		X	X	X	X	P	X
c. Condominium Conversions	X		X	X	X	X	C	X
<u>B. Agricultural Uses</u>		<u>RR-A thru C</u>	<u>RS-2</u>	<u>RS-3</u>	<u>RS-4</u>	<u>RS-7</u>	<u>RC</u>	<u>RA</u>
1. All types of horticulture.	P		P	P	P	P	P	P
2. Animal grazing and raising commercial or noncommercial, said property must be 1/2 acre or greater in size in Zones RS-3 through RA. (Sections 2.1B5, 2.1B6 shall not apply.)	P		P	C	C	C	C	C
3. 4-H or FFA animal raising and/or keeping in accordance with Section 6.1.	P		P	P	P	P	P	P
4. The wholesaling of products raised on the premises, only when said property is two (2) acres or greater in size.	P		P	P	P	P	P	P
5. Keeping of large animals in accordance with Section 6.3. (land must be vacant in Zones RC through RA).	P		P	P	P	P	P	P
6. Keeping of small animals in accordance with Section 6.4 (land must be vacant in Zones RC through RA).	P		P	P	P	P	P	P

# SECTION 2.1 PERMITTED AND CONDITIONAL USES: R ZONES (cont.)

B. <u>Agricultural Uses (cont.)</u>	RR-A thru C	RS-2	RS-3	RS-4	RS-7	RC	RA
7. Keeping of dogs and cats (over the age of eight (8) months)							
a. Three (3) dogs and/or three (3) cats	P	P	P	P	P	P	P
b. Six (6) dogs and six (6) cats	P	P	X	X	X	X	X
8. Riding academies or commercial stables. (Section 2.1B5 does not apply.)	C	C	C	X	X	X	X
9. Kennels, commercial and non-commercial (for dogs and/or cats greater than those permitted in Section 2.1B7) in accordance with Section 6.5.	C	C	C	X	X	X	X
10. The keeping of wild, exotic or nondomestic animals.	C	X	X	X	X	X	X
11. Large Animal Hospital.	C	X	X	X	X	X	X
12. Keeping of beehives:							
a. 1 to 3 beehives	P	C	X	X	X	X	X
b. 4 or more beehives	C	C	X	X	X	X	X
13. The raising of earthworms providing: (a) the area devoted to the raising of earthworms shall not exceed 10 percent of the minimum lot size permitted in the zone; (b) the area devoted to the raising of earthworms shall be no closer than 50 feet from any adjoining residential dwelling; and (c) the operation shall be fully enclosed or in an enclosed structure.	P	P	C	C	X	X	X
C. <u>Public and Semi-Public Uses</u>	RR-A thru C	RS-2	RS-3	RS-4	RS-7	RC	RA
1. Day nurseries, day care schools and nursery schools.	C	C	C	C	C	C	C
2. Convalescent Homes on sites two (2) net acres or greater in size (see Section 2.2 B9).	X	X	X	C	C	C	C
3. Churches, convents, monasteries and other religious institutions.	C	C	C	C	C	C	C

## SECTION 2.1 PERMITTED AND CONDITIONAL USES: R ZONES (cont.)

C. Public and Semi-Public Uses (cont.)	RR-A thru C	RS-2	RS-3	RS-4	RS-7	RC	RA
4. Essential public services including but not limited to libraries, museums, public parks and recreational facilities, safety services facilities, and other civic uses.	C	C	C	C	C	C	C
5. Educational Institutions public or private schools not including art, business or trade schools and colleges.	C	C	C	C	C	C	C
6. Public utility and public service sub-stations, reservoirs, pumping plants, and similar installations, not including public utility offices.	C	C	C	C	C	C	C
7. Private recreational facilities including but not limited to country clubs, tennis and swim clubs, golf courses, racquetball and handball. Limited commercial uses which are commonly associated and directly related to the primary use are permitted.	C	C	C	C	C	C	C
8. Recreational Courts, including but not limited to, tennis, paddle tennis and other similar uses determined by the Planning Services Director (see Section 6.2.)	P	P	P	P	P	P	P
D. Home Occupations	RR-A thru C	RS-2	RS-3	RS-4	RS-7	RC	RA
1. Home occupations subject to the provisions of Section 6.1.	P	P	P	P	P	P	P
E. Accessory Uses							
1. Accessory structures and uses located on the same site as a permitted use.	P	P	P	P	P	P	P
2. Accessory structures and uses located on the same site as a Conditional Use.	C	C	C	C	C	C	C



## SECTION 2.1 PERMITTED AND CONDITIONAL USES: R ZONES (cont.)

<u>F. Temporary Uses</u>	<u>RR-A thru C</u>	<u>RS-2</u>	<u>RS-3</u>	<u>RS-4</u>	<u>RS-7</u>	<u>RC</u>	<u>RA</u>
1. Temporary uses as prescribed in Section 6.0	P	P	P	P	P	P	P

## SECTION 2.2 PROPERTY DEVELOPMENT STANDARDS: R ZONES

The following property development standards shall apply to all land and buildings other than accessory buildings, permitted in their respective residential zones. Any legal lot may be used as a building site, except no building permit shall be issued for a lot size of less than 4,000 square feet. Each building site shall have a minimum 20-foot wide vehicular access to a street. In situations where a rural residential or single family residential lot is irregular, by virtue of its configuration, so as to prohibit or unduly restrict the construction of a single family home, within the required setbacks noted herein, the Director of Planning Services shall have the authority to alter the setback locations (i.e. front, side and rear yards) to enable the property owner to enjoy the same privileges as those enjoyed by other property owners in the same area.

### A. General Requirements

The following requirements are minimum unless otherwise stated.

	<u>RR-A thru C</u>	<u>RS-2</u>	<u>RS-3</u>	<u>RS-4</u>	<u>RS-7</u>	<u>RC</u>	<u>RA</u>
1. Density-maximum dwelling units per net acre.	0.025-1.0 (see Section 2.2B9)	2.0	3.0	4.0	7.0	12.0	20.0
2. Net lot area (in square feet).	40 AC-1AC (see Section 2.2B9)	20,000	15,000	10,000	6,000	2 Acres	3 Acres
3. a. lot width (in feet)	110	100	80	70	60	135-Corner 165-Interior	
b. Cul de-sac or odd-shaped lot width (in feet)	30	30	30	30	30	-	-
c. Flag lots	20	20	20	20	20	-	-
4. Lot depth (in feet)	150	150	100	100	100	135-Corner 165-Interior	
5. Front yard setback (in feet)	40	30	25	25	25	20	20
6. Side yard setback each side (in feet)	20/20	15/15	10/10	10/10	5/10	15/15	15/15

## SECTION 2.2 PROPERTY DEVELOPMENT STANDARDS: R ZONES (cont.)

7. Side yard, setback street side (in feet)	20	15	10	10	10	20	20
8. Rear yard setback (in feet)	50	40	40	25	25	15	15
9. Lot coverage, maximum	35%	35%	35%	35%	40%	40%	40%
10. Building and struc- ture height (in feet)	35 feet or 2 stories, whichever is less						

A. General Requirements (cont.)	RRA thru C	RS-2	RS-3	RS-4	RS-7	RC	RA
11. Parking spaces per unit (covered means a carport; in the RC Zone carports may be approved by the City Council.)	2	2	2	2	2	1.75 spaces (1 garage)/ 1 Bedroom unit 2.75 spaces (2 garages)/ 2 Bedroom unit 3.00 spaces (2 garages)/ 3 Bedroom > unit	1.5 spaces (1 covered)/ 1 Bedroom unit 2.25 spaces (1 covered)/ 2 Bedroom units 2.75 spaces (1 covered)/ 3 Bedroom > unit
12. Distance between buildings, not exceeding 15 feet in height, in feet.	-	-	-	-	-	15	15
13. Distance between buildings, where one or more exceed 15 feet in height, in feet.	-	-	-	-	-	25	15

### B. Special Requirements

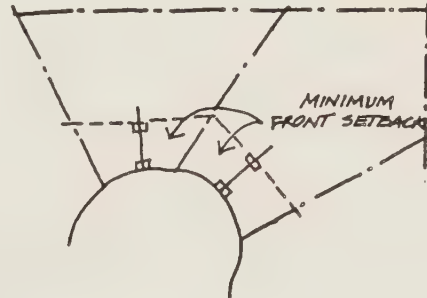
In all Residential Zones the following special requirements are applicable:

1. Front yard setbacks in subdivision tract developments may be reduced up to 40% on a maximum of one-half (1/2) of the units however no setbacks shall be less than eighteen (18) feet to the garage for front entry and, fifteen (15) feet to the garage for side entry.
2. Street setbacks shall be measured from the ultimate street right-of-way or the maximum required street width if said street is proposed to be private or is now a private street.

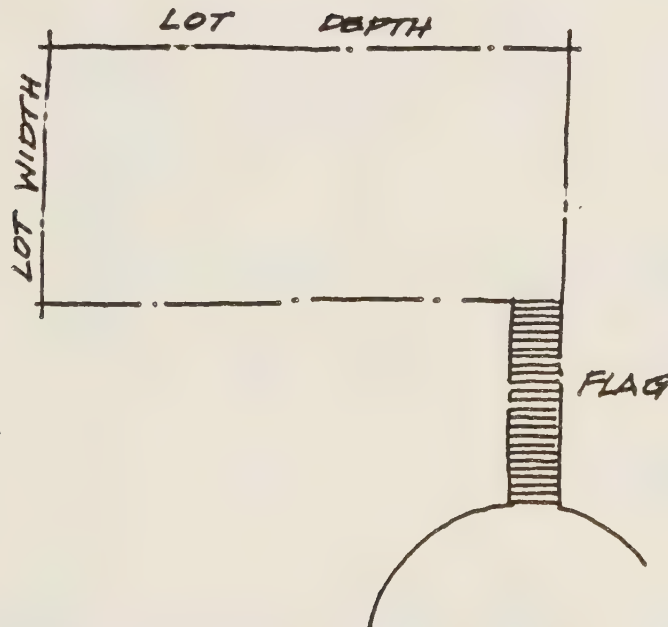
SECTION 2.2 PROPERTY DEVELOPMENT STANDARDS: R ZONES (cont.)

B. Special Requirements (cont.)

3. Each lot or parcel on a cul-de-sac, curved street or dead-end street shall meet the minimum lot width requirement at the required front setback of the zone except for the RC and RA zones. (See example below).



4. Flag lots shall meet the minimum lot width requirement at the termination of the flag except for the RC and RA zones (see example below).



5. The flag portion of a flag lot shall not be counted toward the minimum lot area requirement.
6. Lot coverage shall include all buildings, carports, structures and accessory buildings and structures. Patio covers, open on three sides, pools, spas and freestanding open air gazebos and patios shall not count toward the lot coverage requirement.



SECTION 2.2 PROPERTY DEVELOPMENT STANDARDS: R ZONES (cont.)

B. Special Requirements (cont.)

7. For public and semi-public buildings and uses a minimum of fifty (50) feet landscaped setback shall be maintained from any single family zone.
8. In RC and RA Zones, any building exceeding fifteen (15) feet in height shall maintain a minimum setback of fifty (50) feet from any single family zone; and buildings less than fifteen (15) feet in height shall maintain a minimum setback of twenty-five (25) feet from any single family zone. In situations where the adjacent single family zone property is six (6) feet or greater in height above the RA or RC zoned property, a minimum setback of twenty-five (25) feet shall be maintained.
9. All convalescent homes and/or hospitals shall be limited to areas with natural slopes of ten (10) percent or less.
10. All development in the floodplain shall be in accordance with the National Flood Insurance requirements and local ordinance.
11. Conversions of existing garages into habitable space is permitted only when replaced with the equivalent covered parking as required by on Section 2.2A11 or such that was provided at the time the dwelling was constructed, whichever is less.
12. In the RR-A thru C Zones, slope calculations shall be based on the measured rise overrun calculations of a topographic map of said property to established lot sizes. Density of development shall also take into consideration the availability of public water to the property. To compute slope the following formula shall be used:

$$\frac{(CL \times I \times S)}{NA}$$

Where

CL = Length of Contours

I = Contour Interval

S = Scale of Map

NA = Net Area in Square Feet

## SECTION 2.2 PROPERTY DEVELOPMENT STANDARDS: R ZONES (cont.)

### B. Special Requirements (cont.)

The average slope of each parcel shall be consistent with the slope requirement for the total site. Lot sizes shall be as follows:

RURAL AREA PARCEL SIZES			
ZONES	PERCENT SLOPE	DENSITY	
		With City Water Available	Without City Water Available
RR-A	0-15%	1 dwelling per four (4) net acres	1 dwelling per twenty (20) net acres
	15-25%	1 dwelling per eight (8) net acres	
	25-45%	1 dwelling per twenty (20) net acres	1 dwelling per forty (40) net acres
	45% +	No Credit	No Credit
RR-B	0-15%	1 dwelling per two (2) net acres	
	15-25%	1 dwelling per four (4) net acres	
	25-45%	1 dwelling per eight (8) net acres	
	45% +	No Credit	
RR-C	0-15%	1 dwelling per one (1) net acre	
	15-25%	1 dwelling per two (2) net acres	
	25-45%	1 dwelling per four (4) net acres	
	45% +	No Credit	

13. Within the High Valley area (boundaries of County Service Area No. 5) the following criteria shall apply:

- a. All requirements of the Rural Residential B category shall apply except the slope density determination;
- b. Two net acres shall be the minimum lot size;
- c. All lots proposed for division less than eight net acres in size shall include a minimum of one contiguous net acre building site with an average slope less than 25 percent; and
- d. The building site shall be logically located in regard to access consistent with City ordinances and policies and the preservation of significant natural resources such as watercourses, significant tree-stands, rock-outcroppings, or ridgelines.

## SECTION 2.3 PERFORMANCE STANDARDS: R ZONES

### B. Special Requirements (cont.)

14. Lot averaging in the RR-A through RR-C may be utilized at the time of subdivision consideration. The purpose of lot averaging is to ensure the preservation of unique topographic features, riparian woodland areas and other features of significant community importance as open space. The method of design for a lot-averaging subdivision is as follows:
    - a. The density of the development (number of available lots) is calculated as described in Section 2.2B12.
    - b. The area(s) to be left as open space is determined.
    - c. The available lots are distributed within the remaining area of the property with no lot to have an area less than the minimum lot size permitted within that zone.
    - d. None of the lots, including the open space lot(s), can be further divided, and a covenant to that effect shall be recorded against the property and in favor of the City of Poway.
    - e. Submittal of an acceptable standard subdivision design.
  15. Driveways in the RS-3 through and including the RS-7 zone, shall be constructed of portland concrete cement. In the RS-2 and RR-A through RR-C driveways shall be all weather surfaces in accordance with the latest adopted Uniform Fire Code and adopted City standards.
- A. In all R Zones, the following performance standards shall be met:
1. Air conditioners, antennas, heating, cooling ventilating equipment and all other mechanical, lighting or electrical devices shall be so operated that they do not disturb the peace, quiet and comfort of neighboring residents and shall be screened, shielded and/or sound buffered from surrounding properties and streets. All equipment shall be installed and operated in accordance with all other applicable Ordinances. Heights of said equipment shall not exceed the required height of the zone in which they are located.
  2. Required front and street side yards shall be landscaped and shall consist predominantly of trees, plant materials, ground cover and decorative rocks, except for necessary walks, drives and fences. All required landscaping shall be permanently maintained in a healthy and thriving condition, free from weeds, trash and debris.



SECTION 2.3 PERFORMANCE STANDARDS: R ZONES (cont.)

3. For second single family units located on the same lot as an existing single family dwelling the following standards must be met:
  - a. The lot size shall be no less than two times the minimum net area required by the residential zone in which the property is located.
  - b. The lot shall not be further subdividable by deed restriction or other means acceptable to the City.
  - c. The second unit shall be attached to the main residence by a sound structural means approved by the Building Division of the Department of Planning Services.
  - d. The second unit shall not exceed one story in height unless it is contained within or an addition to a two-story structure.
  - e. The second unit shall not encroach into the yard setback area and no variance shall be granted for encroachment into the setback.
  - f. The ordinance shall restrict second units to homes built prior to the effective date of this ordinance.
  - g. The second unit shall be similar in construction, materials and appearance to the main structure.
  - h. One additional on-site covered parking space shall be provided.
  - i. Proof shall be provided to the Director of Planning Services that the additional unit will not overburden the available sewer and/or water capacity of the area.
4. All utility connections shall be designed to coordinate with the architectural elements of the site so as not to be exposed except where necessary. Pad-mounted transformers and/or meter box locations shall be included in the site plan with any appropriate screening treatment. Power lines and overhead cables shall be installed underground.
5. The noise level emanating from any residential use or operation shall not exceed 60 dBA CNEL for the RR-A through C and RS zones and 65 dBA CNEL for the RC and RA zones, as the acceptable outdoor noise exposure level when measured at the property line. The interior noise levels shall not exceed 45 dBA CNEL for all residential uses.
6. For schools, libraries, churches, hospitals, nursing homes, park and recreation areas, the outdoor acceptable exposure level shall not exceed 70 dBA CNEL when measured at the property line.
7. Energy Conservation. Buildings shall be located on the site to provide adjacent buildings adequate sunlight for solar access. All new construction and remodeling shall be preplumbed for solar hot water heating. Buildings shall be designed to minimize energy consumption requirements, including, but not necessarily limited to, the following conservation measures:
  - a. Cogeneration;
  - b. South facing windows;

SECTION 2.3 PERFORMANCE STANDARDS: R ZONES (cont.)

- c. Eave coverage for windows;
  - d. Double glazed windows;
  - e. Earth berming against exterior walls;
  - f. Green houses; and
  - g. Deciduous shade trees.
- B. In the RC and RA Zone, including the conversion of apartments to condominiums where permitted by Section 2.1A4c, the following performance standards shall be met:
- 1. Masonry walls eight (8) feet in height, from the highest finished grade, shall be required on the rear and side property lines. No walls are required on street side yards unless needed for noise attenuation and/or privacy.
  - 2. Where a lot fronts on more than one street it shall be considered to have multiple frontages and be required to meet the front yard setback requirement on all street frontages.
  - 3. When a RC and/or RA lot is adjacent to any single family zone, a minimum of fifteen (15) feet of landscaping shall be maintained on the RC and/or RA lot between such uses.
  - 4. No less than ten (10) percent of the floor area shall be provided as private open area per ground floor unit and for units contained wholly on the second story.
  - 5. A minimum of two hundred fifty (250) cubic feet of lockable, enclosed storage per unit shall be provided in the garage or carport area; substitutions may be approved by the City Council.
  - 6. The following recreation facilities shall be provided at a minimum unless waived by the City Council:
    - a. Landscaped park-like quiet area;
    - b. Children's play area;
    - c. Family picnic area; and
    - d. Swimming pool with cabana or patio cover.
  - 7. A minimum of two (2) clothes washers and one (1) clothes dryer per eight (8) dwelling units located conveniently throughout the development. In the RC zone, the provision of one (1) clothes washer and one (1) clothes dryer hook-up per dwelling unit shall meet the aforementioned requirement.
  - 8. Individual trash areas, screened from view of the roadway, shall be provided for each dwelling unit in the RC Zone; conveniently located trash enclosures, per City standards, shall be provided for dwelling units in the RA Zone.



#### SECTION 2.4 ACCESSORY STRUCTURES: R ZONES (cont.)

9. A minimum of fifty (50) trees per net acre shall be required as part of the landscaping requirements; twenty (20) percent shall be twenty-four (24) inch box size or larger, seventy (70) percent shall be fifteen (15) gallon size and ten (10) percent shall be five (5) gallon size.
10. Recreation vehicle parking areas shall be provided, fully screened from view or the development shall prohibit all parking of recreation vehicles.

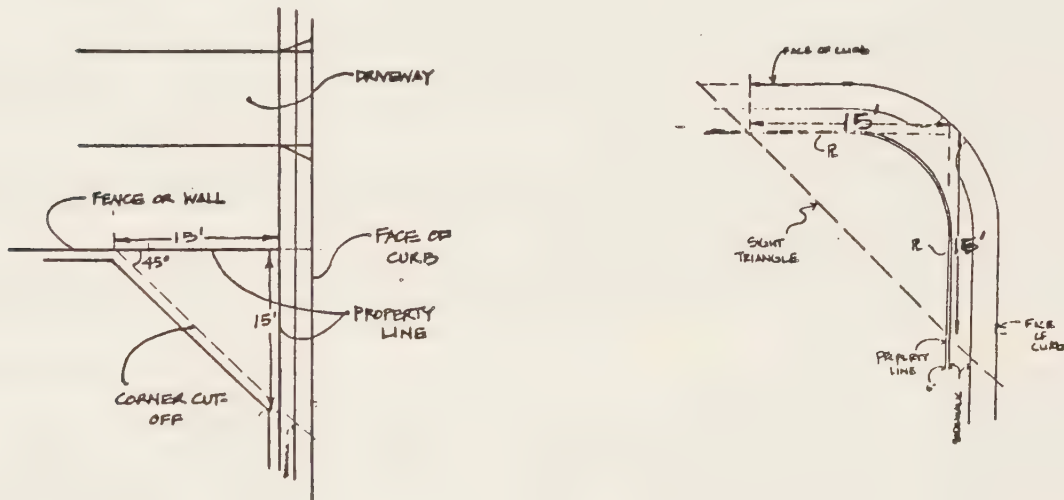
#### SECTION 2.4 ACCESSORY STRUCTURES: R ZONES

- A. Accessory Buildings and Structures. Accessory buildings and structures, attached or detached, used either wholly or in part for living purposes, shall meet all of the requirements for location of the main structure as constructed or required by the zone, whichever is less restrictive; except as herein provided.
  1. Accessory buildings or structures that are attached to the main building shall be allowed to encroach into the required rear yard setback up to one-half (1/2) of the distance.
  2. A detached accessory structure shall meet the setback requirements of the main building for the front and street side yard areas.
  3. A detached accessory structure may be located within an interior side yard or rear yard; provided, that such structure is located no closer than five (5) feet to an interior side or rear lot line and is at least ten (10) feet from the main structure.
- B. Canopies, Patios and Breezeways. Canopies, patios and breezeways attached to the main building or connecting the main building with a detached accessory building, may extend into a required rear or interior side yard provided that portions of such structures extending into the yard:
  1. Shall not exceed fifteen (15) feet in height or project closer than five (5) feet to an interior side yard or closer than ten (10) feet at the rear lot line.
  2. Shall be entirely open on at least three sides for patios and canopies except for necessary supporting columns. A roof connecting a main building and an accessory building shall be open on two sides.
- C. Other Structures. Porches, steps, architectural features, such as eaves, awnings, and chimneys, and balconies, stairways, wing walls or bay windows may project not more than four (4) feet into any required front or rear yard area, nor into any required side yard area more than one-half of said required side yard.



## SECTION 2.5 WALLS AND FENCES: R ZONES

- A. In any required front yard or side yard adjacent to a street, a wall or fence shall not exceed forty-eight (48) inches in height, except as herein provided.
- B. A wall or fence not more than six (6) feet in height may be maintained along the interior side or rear lot lines, except as required by Section 2.3B1; provided, that such wall or fence does not extend into a required front yard or side yard adjacent to a street except for noise attenuation as required by the City and as herein provided.
- C. A wall or fence adjacent to a driveway or street providing vehicular access to an abutting lot or street shall not exceed forty-eight (48) inches in height within fifteen (15) feet of the intersection of said driveway and the street right-of-way. Corner cut-offs may be required in special circumstances for safety and visibility (see examples below).



- D. A wall or fence may be constructed no closer than (5) feet to the ultimate right-of-way at a maximum height of six (6) feet when there is no parkway planting area adjacent to the sidewalk. Where there is a parkway planting area adjacent to the curbing no setback is required to construct a fence six (6) feet in height.
- E. Fiberglass sheeting, bamboo sheeting or other similar temporary material shall not be permitted as a fencing material on street yard frontages.

## SECTION 2.6 SIGNS: R ZONES

No sign or outdoor advertising structure shall be permitted in any R Zone except as provided in Section 7.



## SECTION 3 COMMERCIAL ZONES

### SECTION 3.0 PURPOSES

In addition to the objectives outlined in Section 1.0 (Purposes and Scope), the Commercial Zones are included in the zoning development regulations to achieve the following purposes:

- A. To provide appropriately located areas for office uses, retail stores, service establishments, and wholesale businesses, offering commodities and services required by residents of the City and its surrounding market area.
- B. To encourage office and commercial uses to concentrate for the convenience of the public and for a more mutually beneficial relationship to each other.
- C. To provide adequate space to meet the needs of modern commercial development, including off-street parking and loading areas.
- D. To minimize traffic congestion and to avoid the overloading of utilities by preventing the construction of buildings of excessive size in relation to the amount of land around them.
- E. To protect commercial properties from noise, odor, smoke, unsightliness, and other objectionable influences incidental to industrial uses.
- F. To promote high standards of site planning, architecture and landscape design for office and commercial developments within the City of Poway.

### CO Commercial Office Zone

This zone is intended as an area primarily for the development of professional, administrative offices, ancillary retail uses with setback, landscaping and architectural requirements designed to make such uses relatively compatible with residential uses.

### CN Commercial Neighborhood Zone

This zone is intended for neighborhood shopping centers which provide limited retail business service and office facilities for the convenience of residents of the neighborhood. These shopping centers are intended to be compatible with a residential environment as at locations indicated on the General Plan.

### CG Commercial General Zone

This zone is intended as an area for the location of roadway-oriented retail service and wholesale commercial activities.



## SECTION 3.0 PURPOSES (cont.)

### CC Commercial Community Zone

This zone is intended for community commercial, regional, and subregional commercial uses in a centralized area unified by architectural, landscaping design and development standards.

### SECTION 3.1 PERMITTED AND CONDITIONAL USES: C ZONES

The following uses shall be permitted uses where the symbol "P" appears and shall be permitted uses subject to a Conditional Use Permit where the symbol "C" appears in the column beneath each zone designation; where the symbol "X" appears the use is prohibited.

	<u>CO</u>	<u>CN</u>	<u>CG</u>	<u>CC</u>
A. <u>Administrative and Professional Services, including, but not limited to administrative offices; financial institutions, accounting and auditing services; clerical and legal services; counseling services; public utility company offices; medical, dental and related health services.</u>	P	P	P	P
B. <u>General Commercial Uses</u>				
1. <u>Adult Businesses as defined in Section 1.7A6 through 15 (see Section 6.7)</u>	X	X	P	X
2. <u>Antique shops (no outdoor storage and/or display except as permitted by Section 3.3)</u>	X	P	P	X
3. <u>Apparel stores</u>	X	P	P	P
4. <u>Art, music and photographic studios and supply stores</u>	X	P	P	P
5. <u>Appliance stores and repair (no outdoor storage and/or display except as permitted by Section 3.3)</u>	X	P	P	P
6. <u>Arcades and electronic games (see Section 6.6)</u>	X	C	C	X
7. <u>Athletic and Health Club</u>	C	P	P	P

SECTION 3.1 PERMITTED AND CONDITIONAL USES: C ZONES (cont.)

B. General Commercial Uses (cont.)

	<u>CO</u>	<u>CN</u>	<u>CG</u>	<u>CC</u>
8. Automobile and or truck services, including, but not limited to body repair, painting, and car washes (within a completely enclosed building); sales, rental agencies	X	X	C	C
9. Bakeries - retail only	X	P	P	P
10. Barber and beauty shops	X	P	P	P
11. Bicycle shops, non-motorized	X	P	P	P
12. Blueprint and photocopy services when operated in conjunction with a professional office of engineering, planning, surveying, architecture drafting.	P	P	P	P
13. Boat and camper sales and services	X	X	C	X
14. Book, gifts, and stationery stores	X	P	P	P
15. Candy stores and confectionaries	X	P	P	P
16. Catering establishments	X	P	P	P
17. Cleaners including dry cleaning with or without cleaning machinery on-site	X	P	P	P
18. Commercial Recreation Facilities not otherwise listed	X	C	C	C
19. Eating and drinking establishments				
a. Bars (no entertainment)	X	X	C	X
b. Night clubs, cabarets, restaurants, coffee shops, delicatessens:				
1. with alcoholic beverages and/or entertainment	C	X	C	C
1a. with beer and wine and/or entertainment	C	P	P	P
2. without alcoholic beverage but including entertainment	C	C	C	C
3. without alcoholic beverage	P	P	P	P

# SECTION 3.1 PERMITTED AND CONDITIONAL USES: C ZONES (cont.)

## B. General Commercial Uses (cont.)

	CO	CN	CG	CC
c. Snack bars, take-out only, refreshment stands contained within a building	P	P	P	P
d. Fast food restaurants with drive-in or drive through	C	C	C	X
e. Fast food restaurants with drive-in or drive-through in conjunction with a center development	C	C	C	C
20. Equipment rental yards including, but not limited to, trucks, trailers, hitches and service thereof	X	X	C	X
21. Feed and tack stores (no outdoor storage and/or display except as permitted by Section 3.3)	X	P	P	X
22. Florists shops	C	P	P	P
23. Food stores and supermarkets, drug stores with and/or without pharmacies	X	P	P	P
24. Furniture stores, with or without repair and upholstery (no outdoor storage and/or display except as permitted by Section 3.3)	X	P	P	P
25. Gasoline dispensing and/or automotive service stations	X	C	C	X
26. Hardware stores	X	P	P	C
27. Hobby shops	X	P	P	P
28. Hotels and motels	X	X	P	P
29. Janitorial services and supplies	X	P	P	X
30. Jewelry stores	X	P	P	P



SECTION 3.1 PERMITTED AND CONDITIONAL USES: C ZONES (cont.)

B. General Commercial Uses (cont.)

	<u>CO</u>	<u>CN</u>	<u>CG</u>	<u>CC</u>
31. Junior department, department stores, discount department stores and membership department stores,	X	X	P	P
32. Kiosks, including, but not limited to photo sales located in the parking lot	X	C	C	X
33. Liquor stores	X	P	P	P
34. Mortuaries	C	C	P	X
35. Motorcycle sales and services including motorized bicycles	X	X	C	C
36. Newspaper and magazine stores, including printing and publishing	X	P	P	P
37. Nurseries and garden supply stores; provided, all equipment and supplies shall be kept within an enclosed area	X	P	P	P
38. Office supplies/stationery stores	P	P	P	P
39. Parking facilities (commercial) where fees are charged	X	P	P	X
40. Pharmacies	P	P	P	P
41. Photocopying Services	P	P	P	P
42. Printing shops	X	P	P	X
43. Recycling drop-off bins located in the parking lot or other suitable area with property owners' permission, other than charitable or school sponsored permitted by Section 6.0	X	C	C	X
44. Retail stores and shops including but not limited to variety, shoe, toys	X	P	P	P

SECTION 3.1 PERMITTED AND CONDITIONAL USES: C ZONES (cont.)

B. General Commercial Uses (cont.)

	<u>CO</u>	<u>CN</u>	<u>CG</u>	<u>CC</u>
45. Sign painting shops within a completely enclosed building	X	X	P	X
46. Stamp and coin shops	X	P	P	P
47. Swimming pool supplies	X	P	P	P
48. Television, radio sales and repair	X	P	P	X
49. Theaters (motion picture and playhouse) with or without an arcade, see Section 3.2B6	X	C	C	C
50. Tire sales and service	X	X	C	C
51. Travel agencies	P	P	P	P
52. Vehicle storage yard	X	C	C	X
53. Veterinary offices or animal hospitals				
a. Small animal	C	C	C	X
b. Large animal	X	X	C	X

C. Public and Semi-public Uses

1. Day nurseries, day care schools	C	C	C	C
2. Convalescent homes and hospitals on sites two (2) net acres or greater in size (see Section 3.2B4)	C	X	C	X
3. Clubs and lodges including YMCA, YWCA, and similar youth group uses (no alcoholic beverages shall be served or sold except for special events permitted by Section 6.0. Clubs and lodges serving or selling alcoholic beverages under other conditions shall come under the provisions of 3.1B19.)	P	P	P	X

### SECTION 3.1 PERMITTED AND CONDITIONAL USES: C ZONES (cont.)

#### C. Public and Semi-public Uses (cont.)

	<u>CO</u>	<u>CN</u>	<u>CG</u>	<u>CC</u>
4. Educational institutions, for greater than thirty (30) students, public or private, including vocational schools	C	C	C	C
5. Post Office branch	P	P	P	P
6. Religious institutions	C	C	C	X
7. Group care facilities and residential retirement hotels (maximum units to be determined by the use permit.)	C	X	X	X

#### D. Accessory Uses

1. Accessory structures and uses located on the same site as a permitted use.	P	P	P	P
2. Accessory structures and uses located on the same site as a Conditional Use	C	C	C	C

#### E. Temporary Uses

1. Temporary uses as prescribed in Section 6.0	P	P	P	P
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### SECTION 3.2 PROPERTY DEVELOPMENT STANDARDS: C ZONES

The following property development standards shall apply to all land and buildings permitted in their respective commercial zones. Any legal lot may be used as a building site, except no building permit shall be issued for any lot having lot size of less than 4,000 square feet. Each building site shall have a minimum 20-foot wide vehicular access to a public street.

#### A. General Requirements

The following requirements are minimums unless otherwise stated.

	<u>CO</u>	<u>CN</u>	<u>CG</u>	<u>CC</u>
1. Lot area, square feet or acres	10,000	3 acres	10,000	N/A
2. Lot width, (in feet)	100	300	60	0



SECTION 3.2 PROPERTY DEVELOPMENT STANDARDS: C ZONES (cont.)

A. General Requirements (cont.)

	CO	CN	CG	CC
3. Lot depth, (in feet)	100	300	100	0
4. Front yard setback (in feet)	20	20	20	20
5. Side yard setback (in feet)	0/10	0/10	0/10	0/10
6. Side yard, setback street side (in feet)	20	20	20	20
7. Rear yard (in feet)	0	0	0	0
8. Lot coverage, maximum	40%	35%	30%	30%
9. Building height	35 feet maximum or two stories, whichever is less			
10. Off-street parking	(see Section 8)			

B. Special Requirements

1. In any C Zone, a minimum setback of twenty-five (250 feet shall be require wherever a lot in the Czone abuts a lot in any residential zone. Said setback may be used for required open off-street parking areas. The setback may be increased by the City Council in situations were additional distance would help to mitigate or alleviate potential problems or hazards.
2. In any C zone, the average setback shall be no less than the minimum of the zone. The minimum setback shall be no less than ten (10) feet.
3. In the CC zone, new construction and reconstruction or rehabilitation of existing buildings and/or sites shall be in accordance with the following design criteria:
  - a. Development Plan. A development plan shall be prepared for the entire site under consideration regardless of whether development is contemplated in the near future. The purpose of the development plan is to show conceptually, where buildings might be located and where and how parking, on-site and off-site circulation will function.

SECTION 3.2 PROPERTY DEVELOPMENT STANDARDS: C ZONES (cont.)

B. Special Requirements (cont.)

- b. Site Development Standards. The site development standards shall be consistent with the requirements of the CC zone as indicated in Section 3.2A and herein. The standards shall be reminiscent and reflective of the early farming and rural county character of Poway and consistent with the Community Design Element of the General Plan. The site plan should try and use imaginative, creative and stimulating architectural design with special consideration given to the provision of the following items:
  1. low intensity lighting;
  2. pedestrian comfort stations;
  3. generous landscaping;
  4. decorative paved walkways;
  5. basic design theme;
  6. separation of pedestrian and vehicular rights-of-way; and
  7. architecturally integrated ground mounted equipment such as trash receptacles and transformers.
4. All convalescent hospitals and all commercial uses shall be limited to areas with natural slopes of ten (10) percent or less.
5. All development in the floodplain shall be in accordance with the National Flood Insurance requirements and local ordinance.
6. Theaters may contain arcades when the following conditions are met:
  - a. no outdoor entrance;
  - b. a minimum of two (2) toilets and one (1) wash basin is provided for each gender.;
  - c. hours of operation shall be those of the theater;
  - d. all gambling is prohibited;
  - e. all alcoholic beverage sale and/or consumption on-site is prohibited.

SECTION 3.3 PERFORMANCE STANDARDS: C ZONES

- A. In all C zones, required front and street side yards shall be landscaped. Said landscaping shall consist predominantly of plant materials except for necessary walks and drives. All planting and irrigation shall be in accordance with the City's Landscape Manual. All required landscaping shall be permanently maintained in a healthy and thriving condition, free from weeds, trash, and debris.

SECTION 3.3 PERFORMANCE STANDARDS: C ZONES (cont.)

- B. Where a commercial or office use abuts property in any residential zone, a masonry wall eight (8) feet in height from the highest finished grade at the property line shall be erected and maintained between such uses and the residential zone. In addition, fifteen (15) gallon trees, twenty (20) feet on-center, and shrubbery shall be installed and maintained along the inside of the wall in a five (5) foot wide, raised landscaped planter to provide a dense landscape screen.
- C. Wherever off-street parking areas are situated across the street from property in a residential zone, a masonry wall or berm three feet in height shall be erected in the landscaped area between the required landscape area and the parking area to adequately screen said parking areas from the residential properties.
- D. The noise level emanating from any commercial use or operation shall not exceed five decibels (as defined in the Occupational Safety and Health Act of 1970) above the ambient level of the area measured at the property line.
- E. All ground mounted mechanical equipment, including heating and air conditioning units, and trash receptacle areas, shall be completely screened from surrounding properties by use of a wall or fence or shall be enclosed within a building. Structural and design plans for any required screening under the provisions of this section shall be approved by the Planning Services Director and Building Official.
- F. All roof appurtenances including, but not limited to air conditioning units, and mechanical equipment shall be shielded and architecturally screened from view from on-site parking areas, adjacent public streets and adjacent residentially zoned property.
- G. Reciprocal ingress and egress, circulation and parking arrangements shall be required to facilitate the ease of vehicular movement between adjoining properties.
- H. Lighting. All light sources shall be shielded in such a manner that the light is directed away from streets or adjoining properties. Illuminators should be integrated within the architecture of the building. Freestanding lamp posts shall be no taller than eighteen (18) feet. The intensity of light at the boundary of any C zone shall not exceed seventy-five (75) foot lamberts from a source of reflected light. All exterior lighting shall be low pressure sodium.
- I. All utility connections shall be designed to coordinate with the architectural elements of the site so as not to be exposed except where necessary. Pad-mounted transformers and/or meter box locations shall be included in the site plan with an appropriate screening treatment. Power lines and overhead cables shall be installed underground except for those 34KV and greater.



SECTION 3.3 PERFORMANCE STANDARDS: C ZONES (cont.)

- J. Outdoor Storage and/or Sales Areas shall be entirely enclosed by solid masonry walls not less than six (6) feet in height to adequately screen view of outdoor storage areas from view. Reasonable substitutions such as masonry, wood or metal pilasters with wrought iron or chain link and view-obscuring material may be approved by the City Council.
- K. Air Pollution. There shall be no emission on any site, for more than one minute in any hour, of air contaminants which, at the emission point or within a reasonable distance of the emission point, are as dark or darker in shade as that designated as No. 1 on the Ringelman Chart as published in the United States Bureau of Mines Information Circular 7718.
- L. Odor. No use shall be permitted which creates odor in such quantities as to be readily detectable beyond the boundaries of the site.
- M. Testing. Whenever there is a question of conformance with the performance standards of this Section, the Planning Director shall require the property owner or operator to engage the services of a certified testing firm. Copies of all such tests shall be furnished to the Director of Planning Services.
- N. Energy Conservation. Buildings shall be located on the site to provide adjacent buildings adequate sunlight for solar access. All new construction and remodeling shall be preplumbed for solar hot water heating for the common facilities or reasonable alternatives that do not appreciably increase energy demand may be approved by the City. Buildings shall be designed to minimize energy consumption requirements, including but not necessarily limited to, the following conservation measures:
1. Cogeneration;
  2. South facing windows;
  3. Eave coverage for windows;
  4. Double glazed windows;
  5. Earth berming against exterior walls;
  6. Green houses; and
  7. Deciduous shade trees.
- O. In all C Zones the conversion of the project to condominium ownership shall meet all requirements of the zone to the maximum extent possible within the constraints of the existing development. In no case shall the requirements of the Fire Code, Sign Ordinance, and screening standards be waived. Specific City Council waiver shall be required where the zone requirements cannot be met.

#### SECTION 3.4 ACCESSORY STRUCTURES: C ZONES

- A. In any C zone, accessory structures shall not be located in front of or on the street side of the main building(s).
- B. In any C zone, accessory structures shall meet all of the setback requirements for main buildings.
- C. In any C zone, porches, steps, architectural features such as canopies or eaves, and chimneys, balconies or stairways may project not more than four (4) feet into any required yard area.

#### SECTION 3.5 WALLS AND FENCES: C ZONES

- A. In any required front or street side yard area, a wall or fence shall not exceed forty-eight (48) inches in height.
- B. In any required rear or interior side yard area, a wall or fence shall not exceed six (6) feet in height except as required by Section 3.3B.

#### SECTION 3.6 SIGNS: C ZONES

No sign or outdoor advertising structures shall be permitted in any C zone except as provided in Section 7.

## SECTION 4 MANUFACTURING ZONES

### SECTION 4.0 PURPOSES

In addition to the objectives outlined in Section 1.0 (Purposes and Scope), the Manufacturing Zones are included to provide for a quality working environment and to achieve a harmonious mixture of uses which might otherwise be considered incompatible when located in close proximity. Activities are intended to promote employment opportunities in manufacturing, service, research and development, engineering and wholesale trade. In addition, the Manufacturing Zones are included to advance the following objectives:

- A. To reserve appropriately located areas for industrial use and protect these areas from intrusion by dwellings and other inharmonious uses.
- B. To protect residential and commercial uses from noise, odor, dust, smoke, light intrusion, truck traffic, and other objectionable influences and to prevent fire, explosion, radiation, and other hazards incidental to certain industrial activities.
- C. To provide sufficient open space around industrial structures to protect them from hazard and to minimize the impact of industrial operations on nearby residential or commercial zones.
- D. To minimize traffic congestion and to avoid the overloading of utilities by restricting the construction of buildings of excessive size in relation to the amount of land around them.

#### MP Manufacturing Park Zone

This zone is intended as an area for modern industrial, research, and administrative facilities that can meet high performance and development standards.

#### MS Manufacturing Service Zone

This zone is intended as an area for light industrial and limited service commercial uses that can meet high performance and development standards in a highway and service oriented area. Retail commercial uses in conjunction with a permitted or conditional use are permitted to occupy up to 25 percent of the gross floor area.

### SECTION 4.1 PERMITTED AND CONDITIONAL USES: M ZONES

The following uses shall be permitted uses where the symbol "P" appears and shall be permitted uses subject to a Conditional Use Permit where the symbol "C" appears in the column beneath each zone designation. Where the symbol "X" appears the use shall be prohibited.



# SECTION 4.1 PERMITTED AND CONDITIONAL USES: M ZONES (cont.)

A. <u>Manufacturing</u>	MP	MS
1. <u>Manufacturing, compounding, assembly or treatment of articles or merchandise from the following previously prepared typical materials such as canvas, cellophane, cloth, cork, felt, fiber, fur, glass, leather, paper (no milling), precious or semi-precious stones or metals, plaster, plastics, shells, textiles, tobacco, wood, and yarns; novelty items, (not including fireworks or other explosive type items), electrical and related parts; electrical appliances, motors, and devices; radio, television, phonograph, and computers; electronic precision instruments; medical and dental instruments; timing and measuring instruments; audio machinery; visual machinery; cosmetics, drugs, perfumes, toiletries, and soap (not including refining or rendering of fats or oils).</u>	P	p
2. Furniture upholstery.	P	P
3. Rubber and metal stamp manufacturing.	P	P
4. Laboratories; chemical, dental, electrical, optical, mechanical, and medical.	P	P
5. Bottling plants.	P	P
6. Cement products manufacturing.	X	C
7. Citrus and avocado packing houses.	X	C
8. Citrus and avocado products manufacturing, including frozen foods.	X	C
B. <u>Storage and Wholesale Trades</u>		
1. Mini storage, public storage, and storage warehouses.	X	C
2. Moving and storage firms.	C	P
3. Building materials and lumber storage yards and/or contractors yards.	X	C
4. Building equipment storage, sales, rentals.	X	C
5. Automobile fleet storage.	C	C
6. Trailer, truck or bus terminal.	X	C

SECTION 4.1 PERMITTED AND CONDITIONAL USES: M ZONES (cont.)

C. <u>Services</u>	<u>MP</u>	<u>MS</u>
1. Animal hospital or veterinary clinic and/or office.		
a. Large animal	C	C
b. Small animal	P	P
2. Automobile, and/or truck services including but not limited to sales, rental agencies, body repair, painting, and car washes.	X	C
3. Blueprinting and photocopying.	P	P
4. Cleaning and dyeing plant.	X	C
5. Distributors, showrooms, and administrative offices.	P	P
6. Eating and drinking establishments		
a. Bars	X	C
b. Nightclubs, cabarets, restaurant, coffee shops, delicatessens:		
1. With alcoholic beverages and/or entertainment.	C	C
2. Without alcoholic beverages, but including entertainment.	C	C
3. Without alcoholic beverages	P	P
c. Snack bars, take-out only, refreshment stands contained within a building.	P	P
d. Fast food restaurants with drive-in or drive-through.	X	X
7. Furniture sales, new and used (no outdoor sales and/or display except as permitted by Section 4.3L).	P	P
8. Gasoline dispensing and/or automotive service stations.	C	C
9. Kennels (see Section 6.5).	X	C
10. Motels, hotels, and convention centers.	C	C
11. Newspaper publishing, printing and distribution, general printing, and lithography.	P	P
12. Offices, businesses, medical professional, real estate, and research.	P	P
13. Retail commercial when in conjunction with a permitted or conditional use and not occupying more than 25 percent of the gross floor area.	P	P
14. Tire retreading and recapping.	X	C

# SECTION 4.1 PERMITTED AND CONDITIONAL USES: M ZONES (cont.)

D. <u>Public and Semi-Public Uses</u>	MP	MS
1. Day nurseries, day care schools and nursery schools.	C	C
2. Post offices and post terminals.	C	C
3. Public utility pumping stations, equipment buildings, and installation.	C	C
4. Public utility service yards.	X	C
5. Educational institutions public or private including vocational schools.	C	C
6. Religious institutions.	C	C
E. <u>Agricultural Uses</u>		
1. Farms or ranches for orchards, tree crops, field crops, truck or flower gardening, and growing of nursery plants, including the sale of products raised on the premises.	P	P
2. Animal grazing and raising, commercial or non-commercial, only when said property is vacant and one (1) acre or greater in size.	P	P
F. <u>Accessory Uses</u>		
1. Accessory structures and uses located on the same site as a permitted or conditional use.	P	P
2. Incidental services for employees on a site occupied by a permitted or conditional use, including day care, recreational facilities, showers and locker rooms.	P	P
3. Watchman's or caretaker's living quarters only when incidental to and on the same site as a permitted or conditional use.	C	C
G. <u>Temporary Uses</u>		
1. Temporary uses as prescribed in Section 6.0.	P	P



## SECTION 4.2 PROPERTY DEVELOPMENT STANDARDS: M ZONES

The following property development standards shall apply to all land and buildings other than accessory buildings authorized in this zone. Any legal lot may be used as a building site, except no building permit shall be issued for any lot having a lot size less than 4,000 square feet. Each building site shall have a minimum 20 foot wide vehicular access to a street.

### A. General Requirements

MS

MP

The following requirements are minimums unless otherwise stated.

1. Lot area, net square feet	15,000	40,000
2. Lot width (in feet)	100	150
3. Lot depth (in feet)	150	150
4. Front yard setback (in feet)	20	25
5. Side yard setback each side (in feet)	0/10	0/10
6. Street side yard setback each side (in feet)	20	20
7. Rear yard setback (in feet)	0	0
8. Lot coverage, maximum	40%	60%
9. Building height, maximum	35 feet or 2 stories, whichever is less	
10. Distance between detached structures on the same lot, measured in linear feet between eaves	15	20
11. Off-street parking	(see Section 8)	

### B. Special Requirements

1. When any M zone a minimum setback of twenty-five feet (25) feet shall be required wherever a lot in the C zone abuts a lot in any residential zone. Said setback may be used for required open off-street parking areas. The setback may be increased by the City Council in situations where additional distance would help to mitigate or alleviate potential problems or hazards.
2. When any M zone or rear yard abuts a nonresidential zone, the respective minimum setback may be reduced to zero.
3. In any M zone, the average setback shall be no less than the minimum of the zone. The minimum setback shall be no less than ten (10) feet.

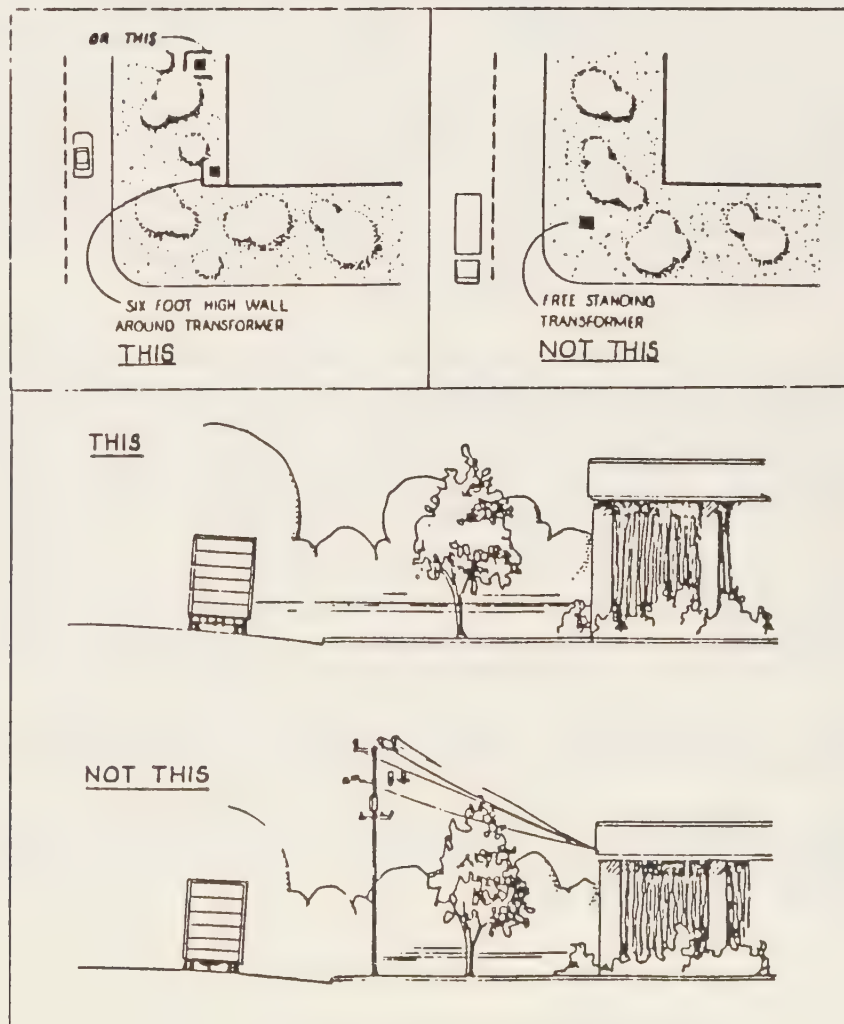
SECTION 4.2 PROPERTY DEVELOPMENT STANDARDS: M ZONES (cont.)

B. Special Requirements (cont.)

4. Along all street frontages situated across from any residentially zoned property, a minimum three foot high landscaped earthen berm shall be constructed. Along all other lot lines adjacent to residential zones, a maximum eight (8) foot high masonry wall shall be constructed. Fences should blend in with the site's architecture. In addition, along adjacent lot lines to residentially zoned property, fifteen (15) gallon trees twenty (20) feet on-center and shrubbery shall be installed and maintained along the inside of the wall in a five (5) foot wide, raised landscape planter to provide a dense landscape screen.
5. Streetscapes shall be enhanced to provide an ease in the transition from the street to the building. Patios, parking and circulation spaces can be included in setback areas to help buffer adjoining parcels from one another.
6. Reciprocal ingress and egress, circulation and parking arrangements shall be required where possible and feasible to facilitate ease of vehicular movement between adjoining properties and to limit superfluous driveways.
7. All development in the floodplain shall be in accordance with the National Flood Insurance Requirements and local ordinances.

SECTION 4.3 PERFORMANCE STANDARDS: M ZONES

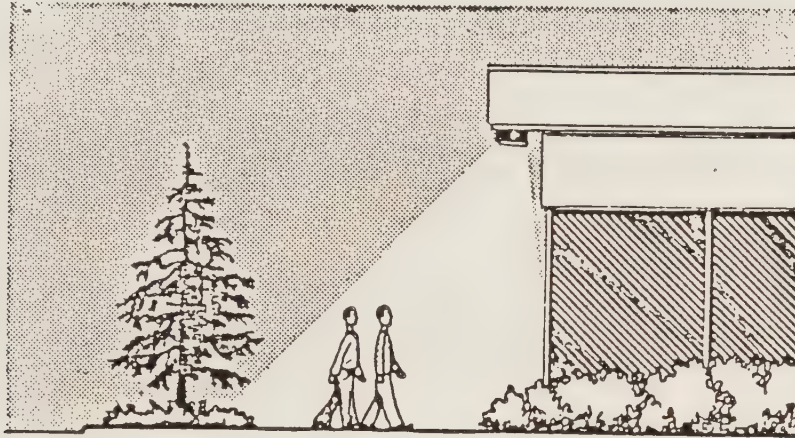
- A. In all M zones the required setbacks shall be landscaped. Landscaping shall consist predominantly of plant materials and shall be irrigated by automatic sprinklers. All planting and irrigation shall be in accordance with the City's Landscape Manual. All landscaping shall be permanently maintained in a clean and healthy and thriving condition, free of weeds, trash and debris.
- B. All ground mounted mechanical equipment, including heating and air conditioning units and trash receptacle areas, shall be completely screened from surrounding properties by use of a parapet, wall or fence, or shall be enclosed within a building. Exposed gutters, downspouts, vents, louvers, and other similar elements shall be painted to match the surface to which they are attached unless they are used as part of the design theme.
- C. All utility connections shall be designed to coordinate with the architectural elements of the site so as not to be exposed except where necessary. Pad-mounted transformers and/or meter box locations shall be included in the site plan with an appropriate screening treatment. Power lines and over cables shall be installed underground except for those 34KV and greater.





#### SECTION 4.3 PERFORMANCE STANDARDS: M ZONES (cont.)

- D. Lighting. All light sources shall be shielded in such a manner that the light is directed away from streets or adjoining properties. Illuminators shall be integrated within the architecture of the building. Freestanding lamp posts shall be no taller than 18 feet. The intensity of light at the boundary of any M zone shall not exceed seventy-five (75) foot lamberts from a source of reflected light. All exterior lighting shall be low pressure sodium.



- E. Electrical Disturbance, Heat and Cold, Glare. No use except a temporary construction operation shall be permitted which creates changes in temperature or direct glare, detectable by the human senses without the aid of instruments, beyond the boundaries of the site. No use shall be permitted which creates electrical disturbances that affect the operation of any equipment beyond the boundaries of the site.
- F. Fire and Explosion Hazard. All storage of and activities involving inflammable and explosive materials shall be provided with adequate safety and fire fighting devices to the specifications of the Uniform Fire Code and the Director of Safety Services. All incineration is prohibited. Adequate emergency sprinklers and smoke detectors shall be installed in all new construction and upon expansion or change of an existing use.
- G. Noise. No use except a temporary construction operation shall be permitted which creates noise level which exceeds five decibels (as defined in the Occupational Safety and Health Act of 1970) above the ambient level of the area measured at the property line.
- H. Odor. No use shall be permitted which creates odor in such quantities as to be readily detectable beyond the boundaries of the site.
- I. Radioactivity. In all M zones, the use of radioactive materials shall be limited to measuring, gauging and calibration devices, and medical x-ray diagnostic equipment.

#### SECTION 4.3 PERFORMANCE STANDARDS: M ZONES (cont.)

- J. Vibration. No use except a temporary construction operation shall be permitted which generates inherent and recurrent ground vibration perceptible, without instruments, at the boundary of the lot on which the use is located.
- K. In any M zone the conversion of a project to condominium ownership shall meet all the requirements of the zone to the maximum extent possible within the constraints of the existing development. In no case shall the requirements of the Fire Code, Sign Ordinance, and Screening standards be waived. Specific City Council waiver shall be required where the zone requirements cannot be met.
- L. Air Pollution. There shall be no emission on any site, for more than one minute in any hour, of air contaminants which, at the emission point or within a reasonable distance of the emission point, are as dark or darker in shade as that designated as No. 1 on the Ringelman Chart as published in the United States Bureau of Mines Information Circular 7718.
- M. Outdoor Storage Areas shall be entirely enclosed by solid masonry walls not less than eight (8) feet in height to adequately screen view from the external boundaries of the property. Reasonable substitutions such as masonry, wood or metal pilasters with wrought iron or chain link and view-obscuring material may be approved by the City Council.
- N. Testing. Whenever there is a question of conformance with the performance standards of this Section, the Planning Director shall require the property owner or operator to engage the services of a certified testing firm. Copies of all such tests shall be furnished to the Director of Planning Services.
- O. Energy Conservation. Buildings shall be located on the site to provide adjacent buildings adequate sunlight for solar access. All new construction and remodeling shall be preplumbed for solar hot water heating for the common facilities or reasonable alternatives that do not appreciably increase energy demand may be approved by the City. Buildings shall be designed to minimize energy consumption requirements, including, but not necessarily limited to, the following conservation measures:
1. Cogeneration;
  2. South facing windows;
  3. Eave coverage for windows;
  4. Double glazed windows;
  5. Earth berming against exterior walls;
  6. Green houses; and
  7. Deciduous shade trees.

#### SECTION 4.4 ACCESSORY STRUCTURES: M ZONES

- A. In any M zone, accessory structures shall not be located in front of the main building.
- B. In any M zone, accessory structures shall meet all of the setback requirements for main buildings.
- C. In any M zone, porches, steps, architectural features such as canopies or eaves, and chimneys, balconies or stairways may project not more than four (4) feet into any required yard area.
- D. In any M zone, accessory structures shall be no taller than fifteen (15) feet in height.

#### SECTION 4.5 WALLS AND FENCES: M ZONES

- A. In any required front or side yard area, a wall or fence shall not exceed forty-eight (48) inches in height.
- B. In any required rear or interior side yard area, a wall or fence shall not exceed eight (8) feet in height.

#### SECTION 4.6 SIGNS: M ZONES

No sign or outdoor advertising structure shall be permitted in any M zones except as provided in Section 7.



## SECTION 5 SPECIAL PURPOSE ZONES

### SECTION 5.0 IM - LOW AND MODERATE INCOME COMBINING ZONE

#### SECTION 5.0.1 PURPOSES

- A. The Low and Moderate Income (IM) Combining Zone is intended to preserve the cost of housing and those constructed as low and moderate units.
- B. These regulations are to be combined with those of the base zone to ensure that, upon resale of low and moderate income dwellings constructed under the requirements of Government Code Section 65915, said housing will continue to be made available to low and moderate income people at the prevailing regional median income.

#### SECTION 5.0.2 PROPERTY DEVELOPMENT STANDARDS: IM ZONE

##### A. General Requirements

1. Prior to the sale, resale or occupancy of units constructed under Government Code Section 65915, the developer shall be required to record with each deed a notice of sale clause providing written acknowledgement from the City of Poway that the sale, resale or occupancy is within the guidelines of the Housing Element and the prevailing regional median income.
2. Said written acknowledgement shall be executed by the Director of Planning Services in a format acceptable to the City Attorney.

#### SECTION 5.0.3 APPLICATION AND DESIGNATION

When a developer chooses to use Government Code Section 65915 for the development of low and moderate income dwellings, an application shall be submitted to the Department of Planning Services for a Zoning Amendment to the Zoning Development Plan in accordance with Section 10 herein.

## SECTION 5.1 MHP - MOBILEHOME PARK ZONE

### SECTION 5.1.1 PURPOSES

The MHP, Mobilehome Park Zone, is intended for the exclusive development of mobilehome parks. All mobilehome parks shall be developed in accordance with the provisions of this Section.

### SECTION 5.1.2 PERMITTED AND CONDITIONAL USES: MHP ZONE

The following uses shall be permitted uses where the symbol "P" appears and shall be permitted uses subject to a Conditional Use Permit where the symbol "C" appears in the column beneath each zone designation. Where the symbol "X" appears the use shall be prohibited.

<u>A. Residential Uses</u>	<u>MHP</u>
1. Single family dwelling used for caretakers when located on the same site.	P
2. Mobilehome condominiums with the filing of a tentative map.	C
3. Conversions of existing mobilehome parks may be permitted if no low and moderate income people, seniors (age 62 and older) are displaced from the park and the mobilehome park is developed consistent with current standards as noted herein.	C
4. Guest dwellings or accessory living quarters.	X
5. Group residential.	X
6. Multiple dwellings.	X
<u>B. Agricultural Uses</u>	
1. All types of horticulture.	P
<u>C. Home Occupations</u>	
1. Home occupations subject to the provisions of Section 6.1.	P
<u>D. Accessory Uses</u>	
1. Accessory structures and uses located on the same site as a permitted use.	P
<u>E. Temporary Uses</u>	
1. Temporary uses as prescribed in Section 6.0.	P

### SECTION 5.1.3 PROPERTY DEVELOPMENT STANDARDS: MHP ZONE

The following regulations shall apply to the site of a mobilehome park. Additional regulations may be specified as conditions of approval through Development Review by the City Council.

#### A. General Requirements

The following requirements are minimum unless otherwise stated.

- |   |  |
|---|--|
| 1. Maximum density                              | 8 dwelling units per net acre  |
| 2. Site area                                    | 20 acres   |
| 3. Site frontage                                | 250 feet, continuous frontage  |
| 4. Area per unit space                          | 4,000 square feet  |
| 5. Depth per unit space                         | 75 feet  |
| 6. Width per unit space                         | 50 feet  |
| 7. Coverage per unit space                      | 55 percent (maximum)   |
| 8. Front yard setback per unit space            | 15 feet  |
| 9. Side yard setback per unit space (each side) | 5 feet/5 feet  |
| 10. Site side yard setbacks (each side)         | 15 feet/5 feet   |
| 11. Site street side yard setback               | 25 feet  |
| 12. Building and structure height               | 14 feet or 1 story, whichever is less  |
| 13. Recreation area per unit space              | 150 square feet of open, private unit recreation area for each mobilehome space. This requirement shall be increased to 200 square feet per mobilehome space if children under the age of 18 are permitted within the development. |
| 14. Parking per unit space                      | Two (2) tandem 10'x20' each plus one (1) parking space per each four (4) units for guest parking.  |



### SECTION 5.1.3 PROPERTY DEVELOPMENT STANDARDS: MHP ZONE (cont.)

#### B. Special Requirements

The following special requirements shall apply to development of mobilehome spaces and to facilities within a mobilehome park. Additional requirements may be specified as conditions of Development Review.

1. Mobilehome Space and Units. Each space shall have dimensions capable of accommodating a rectangle with minimum dimensions of 28 feet by 55 feet. All mobilehomes shall be at least double wide coaches.
2. Accessory Structures. Carports, patio covers, storage buildings, and similar structures accessory to a mobilehome may be located no closer than 5 feet to the boundary of a mobilehome space.
3. Access and Access Drives. All mobilehome access shall be from a publicly maintained street, however, access drives within a mobilehome park shall be privately owned, and shall be at least 28 feet wide exclusive of adjoining parking areas.
4. Sidewalks. Concrete sidewalks at least 4.5 feet in width shall be provided to serve each mobilehome space and to serve all central or common facilities within the mobilehome park. Sidewalks need not adjoin access drives.
5. Landscaping. Not less than 20 percent of each mobilehome space shall be landscaped with plant materials, including at least one fifteen (15) gallon size tree on each space.
6. Screening and Landscaping. Required yards shall be landscaped in accord with a site development plan to be approved in accordance with the procedures of Development Review. Screening of the mobilehomes shall be provided around the entire site by a wall and landscaping.
7. Mobilehome Park Accessory Buildings and Use. Accessory buildings and uses serving the entire mobilehome park, including recreation facilities, laundry areas, mobilehome park offices, and maintenance or storage buildings, shall be located at least 50 feet from the exterior boundaries of the mobilehome park site. All exterior maintenance or storage areas shall be enclosed by a six-foot masonry wall.
8. Cable TV service shall be provided to each mobilehome space.
9. Common recreation facilities shall be provided commensurate with the proposed or intended residents including, a meeting room, pool and spa and one of the following:
  - a. Putting green;
  - b. Pitch and putt golf course;
  - c. Childrens play area;
  - d. Lawn/open space general recreation areas; and
  - e. Recreation lakes.

SECTION 5.1.3 PROPERTY DEVELOPMENT STANDARDS: MHP ZONE (cont.)

B. Special Requirements (cont.)

10. Recreation vehicle storage areas, fully screened from view of the public and private streets shall be provided in addition to the CC&R's prohibiting the storage of RV's on the unit space.
11. All unit spaces plus the caretakers unit and any recreation buildings shall be provided with City water and sewer service.
12. Skirting or screening of the unit wheels shall be required.

SECTION 5.1.4 PRE-EXISTING MOBILEHOME PARKS

A pre-existing mobilehome park shall not be deemed nonconforming by reason of failure to meet the minimum requirements prescribed by this section, provided that the regulations of this section shall apply to the enlargement or expansion of a pre-existing mobilehome park, and provided that a pre-existing mobilehome park on a site less than ten (10) acres shall not be further reduced in area.

SECTION 5.1.5 SIGNS: MHP Zone

No sign or outdoor advertising structure shall be permitted in an MHP zone except as provided in Section 7.

## **SECTION 5.2. PRD - PLANNED RESIDENTIAL DEVELOPMENT ZONE**

### **SECTION 5.2.1 PURPOSE**

- A. Planned Residential Development regulations are intended to facilitate development of areas designated for residential use on the General Plan by permitting greater flexibility and, consequently, more creative and imaginative designs for the development of such residential areas than generally is possible under conventional zoning or subdivision regulations.
- B. These regulations are further intended to promote more economical and efficient use of the land while providing a harmonious variety of housing choices, a higher level of urban amenities, and preservation of natural and scenic qualities of open spaces.

### **SECTION 5.2.2 PERMITTED AND CONDITIONAL USES: PRD ZONE**

- A. Planned Residential Developments, subject to the issuance of a conditional use permit.
- B. Permitted and conditional uses in accordance with those indicated for the RC zone.

### **SECTION 5.2.3 PROPERTY DEVELOPMENT STANDARDS: PRD ZONE**

#### **A. General Requirements**

The following requirements are minimum unless otherwise stated:

- |   |   |
|---|---|
| 1. Density - Maximum per net acre               | 12 (lesser density may be approved by the City Council)   |
| 2. Site area (in acres)                         | 5   |
| 3. Front yard setback (in feet)                 | 25  |
| 4. Side yard setback each side (in feet)        | 20/20   |
| 5. Street side yard setback (in feet)           | 25  |
| 6. Rear yard setback (in feet)                  | 25  |
| 7. Building height, maximum                     | 35 feet or 2 stories, whichever is less   |
| 8. Site coverage, maximum                       | 35 percent  |
| 9. Parking spaces per unit, covered in a garage | 1.75 spaces (1 covered)/1 BD units<br>2.75 spaces (2 covered)/2 BD units<br>3.00 spaces (2 covered)/3 BD> units |
| 10. Distance between buildings (in feet)        | 15 for 1 story - 25 for 2 story   |



SECTION 5.2.3 PROPERTY DEVELOPMENT STANDARDS: PRD ZONE (cont.)

B. Special Requirements

The following special development requirements shall apply to all planned residential developments:

1. The planned residential development shall be designed and developed in a manner compatible with and complementary to existing and potential residential development in the immediate vicinity of the project site. Site planning on the perimeter shall provide for the protection of the property from adverse surrounding influences, as well as protection of the surrounding areas from potentially adverse influences within the development.
2. Where individual lots are desired, there shall be a three thousand (3,000) net square foot minimum area requirement for individual lots or individual dwelling sites.
3. Required open space shall comprise at least 40 percent of the total area of the planned development. Land occupied by buildings, street, driveways or parking spaces may not be counted in satisfying this open space requirement; provided, however, that land occupied by recreational buildings and structures may be counted as required open space.
4. At least fifty (50) percent of the required open space shall have an overall finished grade not in excess of fifteen (15) percent. Said space shall be suitably improved for its intended purposes. All lawn and landscaped areas reserved for common use shall be provided with a permanent automatic watering system adequate to irrigate such areas.
5. The remaining fifty (50) percent of the required open space may also be improved, or may be left in its natural state, if natural features worthy of preservation exist on the site. Open space left in its natural state shall be kept free of litter and shall at no time constitute a health, safety, fire or flood hazard. Areas devoted to natural or improved flood control channels and those areas encumbered by flowage, floodway or drainage easements may be applied toward satisfying this portion of the total open space requirement.
6. If development is to be accompanied in stages, the development plan shall coordinate improvement of the open space, the construction of buildings, structures, and improvements in such open space, and the construction of dwelling units in order that each development stage achieves a proportionate share of the total open space and environmental quality of the total planned development.

### SECTION 5.2.3 PROPERTY DEVELOPMENT STANDARDS: PRD ZONE (cont.)

#### B. Special Requirements (cont.)

7. All or any part of the required open space shall be reserved for use in common by the residents of the planned development. Areas permanently reserved for common open space shall be reserved for the use and enjoyment of the residents in a manner which makes the City, or a public district or public agency a party to and entitled to enforce the reservation. The City Council may require that open space easements over the required open space be conveyed to the City.
9. No building, except as hereafter provided, shall be located closer than five feet to any interior vehicular or pedestrian way, court, plaza, open parking lot or any other surfaced area reserved for public use or for use in common by residents of the planned development. Such setback shall generally be measured from the nearest edge of a surfaced area; provided, however, that where no sidewalk exists in conjunction with a public or private street, such setback shall be measured from the nearest edge of the street right-of-way or private road easement.
10. All public streets within or abutting the proposed planned development shall be dedicated and improved to City specifications for the particular classification of street. When the developer desires to retain any streets within the development as private streets, such streets shall be irrevocably offered for dedication and maintained for their intended purpose by the Homeowners Association or other means acceptable to the City Council.
11. Planned residential developments shall relate harmoniously to the topography of the site, shall make suitable provision for the preservation of water courses, drainage areas, wooded areas, rough terrain, and similar natural features and areas, and, shall otherwise be so designed as to use and retain such natural features and amenities to the greatest extent possible.
12. All utilities within a planned development shall be placed underground.

### SECTION 5.2.4 ACCESSORY USES AND STRUCTURES: PRD ZONE

Accessory uses and structures shall be located as specified on the development plans as approved by the City Council; provided, however, that accessory structures shall meet all of the setbacks for site development as specified in Section 5.2-3 A.

### SECTION 5.2.5 SIGNS: PRD ZONE

No sign or outdoor advertising structure shall be permitted excepted as prescribed in Section 7 (Signs).



## SECTION 5.3 PC - PLANNED COMMUNITY ZONE

### SECTION 5.3.1 PURPOSES

The Planned Community Zone is included in the Development regulations to achieve the following purposes.

- A. To promote and protect the public health, safety, and welfare.
- B. To implement the objectives and policies of the General Plan.
- C. To safeguard and enhance environmental amenities and the quality of development.
- D. To attain the physical, social, and economic advantages resulting from comprehensive and orderly planned use of land resources.
- E. To lessen congestion and assure convenience of access; to secure safety from fire, flood, and other dangers; to provide for adequate light, air, sunlight, and open space; to promote and encourage conservation of scarce resources; to prevent overcrowding of land and undue concentration of population; to facilitate the creation of a convenient, attractive, and harmonious community; to attain a desirable balance of residential and employment opportunities; and to expedite the provision of adequate and essential public services.
- F. To facilitate development within the City in accordance with the General Plan by permitting greater flexibility and encouraging more creative and imaginative designs for major urban development projects subject to large-scale community planning.
- G. To promote more economical and efficient use of the land while providing a harmonious variety of housing choices and commercial and industrial activities, a high level of urban amenities, and preservation of natural and scenic qualities of open space.
- H. To provide a process for initiation, review, and regulation of large-scale comprehensively planned urban communities that affords the maximum flexibility to the developer within the context of an over all development program and specific, phased development plans coordinated with the provision of necessary public services and facilities.

### SECTION 5.3.2 USE REGULATIONS: PC ZONE

- A. Allowable use in each Planned Community Zone shall be as established by a Development Plan Text approved by the City Council. The Development Plan Text may incorporate uses by reference to specific base zone provisions, or may establish specific use lists with definitions pertaining thereto.
- B. Existing uses within the Planned Community Zone at the time of its establishment shall be deemed allowable and incorporated in the Development Plan, unless terminated, discontinued, or changed pursuant to a specific time schedule incorporated in the Development Plan Text.



### SECTION 5.3.2 USE REGULATIONS: PC ZONE (cont.)

- C. Unless otherwise provided by the Development Plan Text, public utility facilities and publicly-owned facilities shall be allowable subject to a Conditional Use Permit.
- D. Unless otherwise provided by the Development Plan Text, accessory uses or facilities shall be subject to the same use regulation provisions as the principal use or facility.
- E. Unless specified as subject to a Conditional Use Permit, each allowable use in the Planned Community Zone shall be subject to Development Review.
- F. Home Occupations pursuant to Section 6.1 shall be allowable in each Planned Community.

### SECTION 5.3.3 PROPERTY DEVELOPMENT STANDARDS: PC ZONE

#### A. General Requirements

- 1. A Planned Community Zone shall include a minimum area of 300 contiguous acres, under single ownership or otherwise subject to unified planning, by persons, corporations, or other entities. Property owned by public utilities, local districts or local governments will not be counted toward the 300 acre minimum, but may be used as a connector of single ownership.
- 2. A Planned Community Zone may be established with or without a Development Plan in accordance with the procedures set forth in Section 10.0 (Administration).
  - a. In the event the City Council establishes a Planned Community Zone without a Development Plan, the uses, property development standards, performance standards and the like shall be those of the Residential Rural A (RR-A) zone (see Sections 2.1 through 2.6) unless the previous zoning is different; then the uses, property development standards, performance standards and the like shall be those of the previous zone.
  - b. In the event the City Council establishes a Planned Community Zone with a Development Plan it shall be subject to the following provisions:
    - 1). Provide for the development of a comprehensively planned urban community within the zone that is superior to development otherwise allowable under alternate regulations.
    - 2). Provide for development within the zone in a manner consistent with the General Plan and with related development and growth policies of the City.
    - 3). Provide for the construction, improvement, or extension of transportation facilities, public utilities, and public services required by development within the zone.

### SECTION 5.3.3 PROPERTY DEVELOPMENT STANDARDS: PC ZONE (cont.)

#### A. General Requirements (cont.)

3. There shall be no minimum area, width, or depth requirement for individual lots, except as established by a Development Plan, a Conditional Use Permit, or Development Review.
4. There shall be no minimum yard requirement for individual lots except as established by a Development Plan, a Conditional Use Permit, or by Development Review.
5. There shall be no minimum usable open space requirement for individual lots, except as established by a Development Plan, a Conditional Use Permit, or by Development Review.
6. There shall be a maximum height of 35 feet or two stories, whichever is less, but no coverage requirement for individual lots, except as established by a Development Plan, a Conditional Use Permit, or by Development Review.
7. The maximum number of dwelling units within a Planned Community Zone shall not exceed the ability of the City to provide services in accordance with the General Plan and applicable local ordinances; provided that the distribution of units within the Zone and the maximum residential density on any individual site or within designated portions of the Zone shall be governed by the Development Plan, Conditional Use Permit, or Development Review.

In the event the General Plan does not establish a maximum residential density for said site, the City Council shall determine the appropriate density based on detailed review of the Development Plan and Text and the provisions of this section.

#### B. Special Requirements

1. The Planned Community Zone and all uses therein shall be designed and developed in a manner compatible with and complementary to existing and potential development in the general vicinity of the zone. Site planning on the perimeter shall provide for the mutual protection of the zone and surrounding property from potential adverse influences.
2. All public streets within or abutting the development shall be dedicated and improved to City specifications for that particular classification of street. Private streets within the development shall be irrevocably offered for dedication and maintained for their intended purpose by means acceptable to and enforceable by the City. consideration of other forms of access, such as pedestrian ways, courts, plazas, driveways, horse trails, bike trails, or open parking lots offered for dedication may be made at the time of the Development Plan and Text consideration as a means of meeting requirements for open space or park dedication requirements.



#### SECTION 5.3.4 PERFORMANCE STANDARDS: PC ZONE

- A. All development within a Planned Community Zone shall relate harmoniously to the topography of the site, shall make suitable provision for the preservation of water courses, drainage areas, wooded areas, rough terrain, and similar natural features, and shall otherwise be so designed inasmuch as possible, to use and retain natural features and amenities to the best advantage.
- B. Mechanical and electrical equipment, including air conditioners, antennas, pumps, heating or cooling or ventilating equipment, exterior lighting, or similar equipment shall be located and operated in a manner so as not to unreasonably disturb the peace, quiet, and comfort of neighboring residents. Excluding roof-mounted solar collector panels and decorative exterior lighting, all such equipment and devices shall be screened from view from any abutting street, and shall not be located in a street yard.
- C. All areas for storage of maintenance equipment, and all service areas including refuse storage and collection facilities, shall be enclosed by a fence, wall, and/or landscape screen.
- D. All uses within a Planned Community Zone shall provide off-street parking and loading facilities pursuant to Section 8. The applicant may apply for and receive administrative relief from Section 8 at the time of Development Plan Tentative consideration by the City Council when verified proof has been submitted through specific examples of existing projects and/or expert testimony that supports reduced parking standards or stalls.
- E. The proposed means for assuring continuing existence, maintenance and operation of the various common elements and facilities.
- F. Additional site development regulations and performance standards applicable to individual uses or to designated portions of a Planned Community Zone may be established by the Development Plan, Conditional Use Permit, or Development Review approval pursuant to the Development Plan.

#### SECTION 5.3.5 PRE-APPLICATION PROCEDURE

- A. Prior to submitting an application for a Development Plan in a Planned Community Zone, or for a Planned Community Zone, applicant or prospective developer shall hold preliminary consultations with the Director of Planning Services and other City officials to obtain information and guidance before entering into binding commitments incurring substantial expense in the preparation of plans, surveys, and other data. Such preliminary consultations should be relative to a conceptual development plan which includes, but is not limited to, the following:
  - 1. Proposed land uses to be developed within the zone.
  - 2. Development concepts to be employed.



### SECTION 5.3.5 PRE-APPLICATION PROCEDURE (cont.)

3. Schematic maps, illustrative material, and narrative sufficient to describe the general relationships between land uses, and the intended design character and scale of principal features.
  4. A preliminary time schedule for development, including quantitative data, such as population, housing units, land use acreage, and other data sufficient to illustrate phasing of development and potential impact on public service requirements.
- B. Following initial preliminary consultations pursuant to this section, the Director may require submission of a housing market analysis, satisfactory to the Director of Planning Services demonstrating the need for housing by price range and number of dwelling units. Such analysis may be requested as a part of the review procedure, may be made a requirement for submission of an application for a Development Plan in a Planned Community Area, Planned Community Zone, or may be requested as part of the environmental assessment or EIR.
- C. Following initial preliminary consultations pursuant to this section, the Director may require submission of a commercial and/or industrial market analysis satisfactory to the Director of Planning Services for any proposed shopping center or major commercial and/or industrial uses, showing the need for such uses in the location requested and the inadequacy of existing zoned sites to meet this need. The market analysis shall include, but not be limited to, the following:
1. Determination of potential trade area.
  2. Determination of potential employment area.
  3. Estimates of existing and future population of the trade area.
  4. Estimates of existing and future employment.
  5. Determination of existing and potential effective buying power in the trade area.
  6. Determination of the net potential customer buying power for the proposed commercial development.
- Such analysis may be requested as part of the review procedure, and may be made a requirement of submission of an application for a Development Plan in a Planned Community Area, Planned Community Zone, or may be requested as part of the environmental assessment or EIR.
- D. Following initial preliminary consultation pursuant to this section, the Director may require presentation of the conceptual development plan to the City Council. Such presentation shall be for information purposes only, and shall be in addition to subsequent public review requirements pursuant to an application for a Planned Community Zone and submission of a Development Plan.

#### SECTION 5.3.6 DEVELOPMENT PLAN

- A. The Development Plan which may be submitted with an application for a Planned Community Zone or subsequent to the adoption thereof shall include the following:
1. A boundary survey map of the property and a calculation of the gross land area within the proposed zone. A tentative subdivision map may be substituted if the applicant proposes to subdivide the property.
  2. A topographic map and general grading concept plan with specific sections for sensitive areas, as determined by the Directors of Planning and Public Services for the property and adjacent land within 100 feet of the property, shown at contour intervals not to exceed 2 feet for natural slopes over 2 percent or less. For natural slopes over 2 percent contour interval shall not exceed 5 feet.
  3. Maps and supporting tabulations showing the current General Plan land use designation, the current zoning classification, and the current land use within the proposed zone and on adjacent sites within 500 feet. The location of structures and other significant improvements shall be shown.
  4. A land use plan identifying areas within the proposed zone and uses to be developed therein, supported by proposed or projected acreage, population, housing units, employment, and such related planning and development data as the Director of Planning Services may require.
  5. A development plan indicating the general phasing or anticipated schedule. Said plan shall indicate the total phasing of the Planned Community and areas to be developed in phases and the anticipated time schedule for beginning of construction and for completion of each phase of development. Said plan shall include a pro rata share of amenities, parks, and open space. This is a generalized schedule and may be adjusted according to market constraints as the Community develops.
  6. A circulation plan, showing existing and proposed public and private streets, pedestrian ways, trails, and related transportation access or circulation features required to serve the proposed development. The circulation plan shall be supported by schematic

#### SECTION 5.3.7 ADOPTION OF ZONE AND/OR DEVELOPMENT PLAN

- A. An application for a Planned Community Zone and/or Development Plan shall be subject to review and approval in the same manner as prescribed in Section 10 (Administration).
- B. Each Planned Community Zone established shall be indicated on the Zoning Map by the letter "PC" followed by a reference number identifying the Zone. The Development Plan as modified and approved by the City Council, is incorporated into this ordinance.



#### SECTION 5.3.7 ADOPTION OF ZONE AND/OR DEVELOPMENT PLAN (cont.)

- C. An application approved for a Planned Community Zone without a Development Plan shall regulate development in accordance with the Residential Rural A (RR-A) uses, property development standards, performance standards and the like until such time as adoption of a Development Plan. The adoption of the Development Plan will repeal and replace the provisions of the Residential Rural A, or other previous zones.

#### SECTION 5.3.8 AMENDMENTS TO DEVELOPMENT PLAN

- A. A Development Plan may be amended in the same manner as provided by Section 10 (Administration) for a change of zone boundaries or for a change in the regulations applicable with a zone. Amendment of a Development Plan shall be subject to the same findings as prescribed for initial enactment of a Planned Community Zone and adoption of the Development Plan applicable to the Planned Community Zone.
- B. An amendment to a Development Plan may be initiated by the City Council. An amendment may also be initiated by the applicant for the Planned Community Zone or a successor thereto, provided such applicant or successor has, at the time of application for an amendment, a continuing controlling interest in development or management of uses within the Planned Community Zone.

#### SECTION 5.3.9 REVIEW OF DEVELOPMENT PROGRESS

- A. The Director of Planning Services shall review each Planned Community Zone annually, and shall submit a report to the City Council containing the following:
  - 1. A summary of the development status within the zone and an assessment of progress during the year toward completion of development authorized by the Development Plan including adherence to development schedules and phasing.
  - 2. A statement of any changes in land use and economic development trends, housing market indicators, commercial and industrial development rates, or programs for provision of public facilities and services which, in the opinion of the Director, vary significantly from those upon which the Development Plan were based, and which could affect adversely continued progress toward completion of development within the zone.
- B. A copy of the annual report of the Director shall be provided to the applicant and to such other interested parties or successors as deemed appropriate by the Director.



## SECTION 5.4 OPEN SPACE ZONE

### SECTION 5.4.1 PURPOSES

This zone is intended for general agriculture, open space and public uses. Only those additional uses are permitted that are complementary to, and can exist in harmony with, open space. There is no size limitation and it is the intent that this zone may be applied to a portion of a lot provided that the remainder of the lot meets the requirements for which it is zoned.

In addition to the objectives outlined in Subsection 1.0 (Purposes and Scopes), the Open Space Zone is included in the zoning regulations to achieve the following purposes:

- A. To preserve open space for the conservation of natural resources;
- B. Maintain the natural character of the land;
- C. Provide for public/quasi public uses;
- D. Conserve areas of historic and community significance for the enjoyment of future generations;
- E. Provide for private use of land under limited development;
- F. Promote public health and safety.

### SECTION 5.4.2 PERMITTED AND CONDITIONAL USES: OS ZONE

The following uses shall be permitted uses where the symbol "P" appears and shall be permitted uses subject to a Conditional Use Permit where the symbol "C" appears. Where the symbol "X" appears, the use is prohibited.

A. <u>Agricultural Uses</u>	<u>OS</u>
1. All types of agriculture, horticulture and grazing. The sale and processing of products raised on the premises shall be permitted.	P
2. Raising of farm animals and poultry including, but not limited to, horses, sheep, goats, cattle, rabbits, etc.	P
3. Agricultural experimental facilities	C
B. Airports	X
C. Animal shelters and hospitals	C
D. Cemeteries, crematories and columbariums and related facilities	C

SECTION 5.4.2 PERMITTED AND CONDITIONAL USES: OS ZONE (cont.)

	<u>OS</u>
E. Corporation yards	C
F. Major flood control facilities, such as dams	C
G. Forest maintenance facilities and ranger stations	C
H. Historical landmarks	P
I. Historic structures	P
J. Hospitals	C
K. National and State forests	P
L. One single family dwelling per legal lot consistent with City development standards	P
M. Public buildings and grounds	C
N. Public or private non-profit educational institutions	C
O. Public or private parks, golf courses, golf driving ranges, zoos, swim clubs, tennis clubs and other recreational facilities	C
P. Public utility installations	C
Q. Retail commercial in conjunction with historic structures and recreation uses	C
R. Riding and hiking trails (public and private)	P
S. Riding academies or stables	C
T. Temporary uses as permitted in Section 6.1	P
U. Wildlife preserves and sanctuaries	P
V. Other <u>recreational</u> uses that the City Council may determine similar in nature	C
W. Kennels - noncommercial	P
X. 1. Keeping of 1-3 beehives	P
2. Keeping of 4 or more beehives	C

#### SECTION 5.4.3 PROPERTY DEVELOPMENT STANDARDS: OS Zone

The following regulations shall apply to the site of a Permitted or Conditional Use. The requirements are minimum unless otherwise stated.

##### A. Special Requirements

1. In an Open Space Zone, the number of permitted large animals shall conform to the requirements of Section 6.4, 6.5, 6.6 and 6.7 and, further provided that no such animals are kept closer than 100 feet to an adjoining dwelling.

##### B. General Requirements

	<u>OS</u>
1. Density - Maximum dwelling unit per legal lot	1
2. Lot width, (in feet)	None required
3. Lot depth, (in feet)	None required
4. Front yard, setback (in feet)	40
5. Rear yard, setback (in feet)	50
6. Side yard setback (in feet), each side	20/20
7. Building height	35 feet or two stories, whichever is less

#### SECTION 5.4.4 OFF-STREET PARKING: OS Zone

Off-street parking facilities shall be provided for each use as prescribed in Section 8 (Off-street Parking).

#### SECTION 5.4.5 WALLS AND FENCES: OS Zone

Walls or fences within 15 feet of property lines, within drainage courses, or across established animal traverses require Minor Development Review by the Director of Planning Services prior to construction.

#### SECTION 5.4.6 SIGNS: OS Zone

No sign, outdoor advertising structure, or display or any character shall be permitted except as prescribed in Section 7.



## **SECTION 5.5 RSC-RESIDENTIAL SENIOR CITIZEN ZONE**

### **SECTION 5.5.1 PURPOSES**

- A. The Residential Senior Citizen Zone (RSC) is intended to facilitate development of areas suitable for Senior Citizen residential use.
- B. These regulations recognize the special needs of Senior Citizen residential development as distinguished from other type residential development.

### **SECTION 5.5.2 USES PERMITTED**

- A. Planned Senior Citizen residential developments when constructed in conjunction with an approved Federal, State, or local program found to be in the public interest, (for occupants 62 years of age or older). The City may upon specific request approve the inclusion of facilities for the handicapped in addition to senior citizen.
- B. All permitted and conditional uses specified in Section 2.1 A, 2.1 C, D, E, and F for the RA (Residential Apartment) zone.

### **SECTION 5.5.3 PROPERTY DEVELOPMENT STANDARDS: RSC ZONE**

#### **A. General Requirements**

The following requirements are minimum unless otherwise stated:

- |  |   |
|--|---|
| 1. Density - Maximum dwelling units per net acre<br>(a density bonus of up to 25 percent may be given by the City Council) | 20  |
| 2. Site area (in acres)  | 2   |
| 3. Front yard setback (in feet)  | 25  |
| 4. Side yard setback each side (in feet)   | 10/10                                     |
| 5. Side yard setback street side (in feet)   | 25  |
| 6. Rear yard setback (in feet)   | 25  |
| 7. Building height, maximum  | 35 feet or two stories, whichever is less |
| 8. Site coverage, maximum  | 60 percent                                |
| 9. Parking spaces per unit (covered in carport) and guest parking spaces per unit (uncovered)                              | Combined total of 0.6 spaces per unit     |
| 10. Distance between buildings (in feet)   | 10  |

### SECTION 5.5.3 PROPERTY DEVELOPMENT STANDARDS: RSC ZONE (cont.)

#### B. Special Requirements

The following special development requirements shall apply to all Senior Citizen developments:

1. The Senior Citizen development shall be designed and developed in a manner compatible with and complementary to existing and potential development in the immediate vicinity of the project site. Site planning on the perimeter shall provide for the protection of the property from adverse surrounding influences, as well as protection of the surrounding areas from potential adverse influences within the development.
2. Required open space shall comprise at least 20 percent of the total area of the planned development. Land occupied by buildings, streets, driveways, or parking spaces may not be counted in satisfying this open space requirement; provided, however, that land occupied by recreational buildings and structures may be counted as required open space.
3. All or any part of the required open space shall be reserved for use in common by the residents of the development. The City Council may require that the open space easements over the required open space be conveyed to the City.
4. No building, except as hereafter provided, shall be located closer than five feet from any interior vehicular or pedestrian way, court, plaza, open parking lot, or any other surfaced area reserved for public use or for use in common by residents of the planned development. Such setback shall generally be measured from the nearest edge of a surfaced area; provided, however, that where no sidewalk exists in conjunction with a public or private street, such setback shall be measured from the nearest edge of the street right-of-way or private road easement.
5. Each building shall be surrounded on all sides by relatively level open space having a slope no greater than ten percent and extending a minimum distance of ten feet in all directions measured from the furthest projections of the external walls of the building.
6. All public streets within or abutting the proposed planned development may be dedicated and shall be improved to City specifications for the particular classification of street. When the developer desires to retain any streets within the development as private streets, such streets shall be irrevocably offered for dedication and maintained for their intended purpose by means acceptable to the City Council. Other forms of access, such as pedestrian ways, courts, plazas, driveways or open parking lots shall not be offered for dedication.

#### SECTION 5.5.4 ACCESSORY USES AND STRUCTURES: RSC Zone

Accessory uses and structures shall be located as specified on the development plans as approved by the City Council; provided, however, that accessory structures shall meet all of the setbacks for site development as specified in Section 5.5.3.

#### SECTION 5.5.5 PRE-APPLICATION PROCEDURE

Prior to submitting an application for a Senior Citizen Development, the applicant or prospective developer shall hold preliminary consultations with the Planning Services Department and other City officials to obtain information and guidance before entering into binding commitments incurring substantial expense in the preparation of plans, surveys, and other data. Such preliminary consultations shall be relative to Federal, State, or local program requirements for guaranteeing the project is consistent with the objective of this zone.

#### SECTION 5.5.6 SIGNS: RSC Zone

No sign or outdoor advertising structure shall be permitted except as prescribed in Section 7 (Signs).





## **SECTION 6 SPECIAL USES AND CONDITIONS**

The provisions of this ordinance shall apply to the uses and conditions hereinafter enumerated. Where this section prescribes regulations more restrictive than the zone in which a use or conditional use is permitted, the provisions of this section shall apply.

### **SECTION 6.0 TEMPORARY USES**

#### **SECTION 6.0.1 PURPOSE**

The provisions of this Section shall be known as the Temporary Use Regulations and shall provide regulations for the uses hereinafter enumerated. Where this Section prescribes regulations more restrictive than the zone in which a use or conditional use is permitted, the provisions of this Section shall apply. Temporary uses are subject to approval by the Director of Planning Services, except as noted in Section 1.1A.

#### **SECTION 6.0.2 TEMPORARY USES LISTED**

- A. Circuses, carnivals, rodeos, parades or similar outdoor entertainment or enterprises, subject to not more than (5) five calendar days of operation in any calendar year. Requests exceeding these time limitations will require the submittal and approval of a conditional use permit. Approval of such events shall require City Council action.
- B. Christmas tree sales lots, Halloween pumpkin sales, and other holiday sales subject to not more than forty (40) calendar days of site occupation and operation in any calendar year.
- C. Subdivision sales offices and model home complexes located within the subdivision, subject to the following minimum requirements:
  1. Offices shall be no closer than one vacant lot to an existing dwelling unit not part of the subdivision, trailers may be used for no more than ninety (90) calendar days or until such time as the subdivision sales offices have been completed whichever is less;
  2. An A.C. paved parking lot shall be provided with sufficient parking spaces to accommodate said use;
  3. Offices shall be allowed for a maximum of two years or until ninety (90) percent of the homes within the subdivision are sold whichever is less. Annual Review for compliance with conditions of approval may be required.
  4. Faithful performance bonding in an amount appropriate to guarantee removal and/or conversion of the sales office and attendant facilities shall be required; and

SECTION 6.0.2 TEMPORARY USES LISTED (cont.)

5. Other conditions that the Director of Planning Services deems necessary to assure that the sales office will not constitute a nuisance or be objectionable to the residential uses in the neighborhood.
- D. Religious, patriotic, historic, or similar displays or exhibits within yards, parking areas, or landscaped areas, subject to not more than eight (8) calendar days of display in any calendar year.
- E. Outdoor art and craft shows and exhibits, subject to not more than three (3) calendar days of operation or exhibition in any sixty (60) calendar day period.
- F. Contractors' offices and storage yards on the site of an active construction project.
- G. Mobilehome residences for security purposes on the site of an active construction project.
- H. Outdoor display and sales located within commercially zoned properties not to exceed more than five (5) calendar days in any sixty (60) calendar days and subject to appropriate conditions of the Planning Services Department.
- I. Seasonal retail sale of agricultural products (fruit and vegetable stands) for periods of less than ninety days, if said products are raised on the premises.
- J. Temporary use of properly-designed Mobile trailer units for classrooms, offices, banks, etc. for periods not to exceed ninety days subject to Minor Development Review. Requests for such uses of more than ninety days in duration shall require the approval of a Conditions Use Permit by the City Council. Such units shall meet all necessary requirements of building, fire, and health codes.
- K. For any agricultural or animal husbandry activity or project (4-H, FFA, or similar) conducted for educational purposes or school credits, a permit may be granted in any district when the Planning Services Director determines that such use will not cause a public nuisance relative to sanitation and health conditions.
- L. Charitable or school sponsored drop-off bins for recycling of cans, newspapers, or similar items, for drop-off of clothes and small items. Bins shall be located in the parking lots of businesses within the CG or CN Zones or other public or semi-public property on a temporary basis when written permission is granted by the property owner or business owner. Said bins shall be kept in a neat and orderly manner.
- M. Additional uses determined to be similar to the foregoing in the manner prescribed by Section 1.4 of the Zoning Development Code.



### SECTION 6.0.3 PERMITS AND BONDS

All temporary uses shall be subject to the issuance of a Temporary Use Permit by the Planning Services Director and other necessary permits and licenses, including but not limited to building permits, sign permits, and solicitors or vending licenses. In the issuance of such a permit, the Planning Services Director shall indicate the permitted hours of operation and any other conditions, such as walls or fences and lighting, which are deemed necessary to reduce possible detrimental effects to surrounding developments and to protect the public health, safety and welfare. Prior to the issuance of a permit for a temporary use, except those listed under C, F, G, K, and L above, a cash deposit may be required to be deposited with the City. This cash deposit shall be used to defray the costs of clean-up of the property by the City in the event the permittee fails to do same.

### SECTION 6.0.4 EXTENSION OR MODIFICATION OF LIMITATIONS

Upon written application, the Planning Services Director may extend the time within which temporary uses may be operated, or may modify the limitations under which such uses may be conducted if the Planning Services Director determines that such extension or modification is in accord with the purposes of the zoning regulations.

### SECTION 6.0.5 CONDITION OF SITE FOLLOWING TEMPORARY USAGE

Each site occupied by a temporary use shall be left free of debris, litter, or any other evidence of the temporary use upon completion or removal of the use, and shall thereafter be used only in accord with the provisions of the zoning regulations.

### SECTION 6.0.6 FEE

The application shall be accompanied by a fee established by Resolution of the City Council to cover the cost of processing the application prescribed in this section. This fee may be waived by the approving authority for charitable groups that do not need any public services.

## **SECTION 6.1 HOME OCCUPATIONS**

- A. Home occupations may be permitted only when in compliance with the conditions listed herein. A permit must be issued by the Planning Services Director prior to operation of such use. The fee shall be in accordance with those adopted by City Council resolution.
1. There shall be no stock in trade or exterior storage of materials in the conduct of a home occupation.
  2. A home occupation shall be conducted entirely within a dwelling, if in an attached or a detached garage shall not impede the use of said garage for vehicle storage.
  3. Electrical or mechanical equipment which creates visible or audible interference in radio or television receivers or causes fluctuations in line voltage outside the dwelling unit shall be prohibited.
  4. Only the residents of the dwelling unit may be engaged in the home occupation.
  5. There shall be no sale of goods on the premises.
  6. The establishment and conduct of a home occupation shall not change the principal character or use of the dwelling unit involved.
  7. There shall be no signs other than those permitted by this ordinance.
  8. The required residential off-street parking shall be maintained.
  9. A home occupation shall not create vehicular or pedestrian traffic in excess of that which is normal for the zone in which it is located.
  10. No vehicles or trailers (including pick-up trucks and vans) or construction or other equipment, except those normally incidental to residential use, shall be kept on the site.

## **SECTION 6.2 RECREATIONAL COURTS**

Construction of recreation courts including necessary fencing and lighting may be permitted subject to the issuance of a conditional use permit and a Finding by the City Council that adjacent properties will not be unduly affected.

Recreational courts shall meet the following minimum standards:

- A. A maximum 10-foot high fence (measured from the finished grade of the court) shall be allowed.
- B. Setbacks for the court shall be:
  - Side yard: 10 feet
  - Rear yard: 10 feet
- C. Maximum of eight (8) lights permitted, height not to exceed 22 feet. All lights and light fixtures shall be certified by a qualified lighting engineer to:
  - 1. Be designed, constructed, mounted, and maintained such that, the light source is cut off when viewed from any point above five (5) feet measured outside of the lot at the lot line.
  - 2. Be designed, constructed, mounted, and maintained such that the maximum illumination intensity measured at the wall of any residential building on abutting property shall not exceed 1/2 foot candle above ambient levels.
  - 3. Be used between 7:00 a.m. and 10:00 p.m.
- D. The surface area of any recreational court shall be designed, painted, colored, and/or textured to reduce the reflection from any light incident thereon.
- E. Landscaping shall be installed as required by the City Council between the fence and the property line.
- F. The City Council may require more stringent standards than the above in cases where extraordinary site conditions necessitate.



### SECTION 6.3 KEEPING OF LARGE ANIMALS

The following regulations are established for the keeping of large animals in Residential Rural and Residential Single Family Zones pursuant to Section 2.1B5.

- A. All lots shall have a minimum of ten thousand (10,000) square feet for the keeping of large animals. The Director of Planning Services may approve the keeping of large animals on lots ten thousand (10,000) square feet and less, when the requestor obtains written permission of the adjoining property owners and meets all requirements herein.
- B. The following square footages and numbers of animals are the maximum allowable:

<u>Square Footage</u>	<u>Maximum Permitted</u>
10,001 - 15,000	2
15,001 - 17,000	3
17,001 - 20,000	4
20,001 - 25,000	5
25,001 - 30,000	6
30,001 - 35,000	7
35,001 - 1 Acre	8
Greater than 1 Acre	No Limit

- C. No such animal shall be kept closer than thirty-five (35) feet to an adjoining dwelling.
- D. Keeping of such animals shall not be permitted in the required front, side and street sideyard setbacks. On lots thirty thousand (30,000) square feet or greater, said animals may be kept within the required front yard setback area. The Director of Planning Services may approve the keeping of said animals within the required front yard setback area on lots between twenty thousand (20,000) square feet and thirty thousand (30,000) square feet when the requestor obtains the written permission of the adjoining property owner.
- E. All large animals shall be provided with adequate fence enclosure, and water, to contain them within the boundaries of the owner's property. Special care shall be taken to ensure that stallions are provided with adequate fence enclosure to contain them within the boundaries of the owner's property.
- F. All excrement produced by said large animals shall be disposed of on a regular basis so as to control flies and odor.

## SECTION 6.4 KEEPING OF SMALL ANIMALS

The following regulations are established for the keeping of small animals such as rabbits, poultry, pigs, goats, sheep, miniature horses, and the like pursuant to Section 2.1B6.

- A. The following minimum square footages and maximum number of small animals except for rabbits and poultry are allowable:

<u>Square Footage</u>	<u>Permitted Number</u>
10,001 - 15,000	6
15,001 - 20,001	12
20,001 - 25,000	15
25,001 - 30,000	18
30,001 - 35,000	21
35,001 - 1 Acre	25
Greater than 1 Acre	No Limit

- B. The following minimum square footages and maximum number of rabbits are allowable:

<u>Square Footage</u>	<u>Permitted Number</u>
6,000 - 20,000	6
20,000 - 1 Acre	12
Greater than 1 Acre	25 plus twelve (12) additional per acre up to a maximum of one hundred (100)

- C. The following minimum square footages and maximum number of poultry are allowable:

<u>Square Footages</u>	<u>Permitted Number</u>
6,000 - 20,000	6
20,001 - 30,000	9
30,001 - 35,000	12
35,001 - 1 Acre	15
Greater than 1 Acre	25 plus twelve (12) additional per acre up to a maximum of one hundred (100)

- D. No small animal shall be kept closer than thirty-five (35) feet to an adjoining dwelling.

#### **SECTION 6.4 KEEPING OF SMALL ANIMALS (cont.)**

- E. Keeping of small animals shall not be permitted in the required front, side, and street yard setbacks. On lots thirty thousand (30,000) square feet or greater, said animals may be kept within the required front yard setback area. The Director of Planning Services may approve the keeping of said animals within the required front yard setback area on lots between twenty thousand (20,000) square feet and thirty thousand (30,000) square feet when the requestor obtains the written permission of the adjoining property owner.
- F. All small animals shall be provided with adequate enclosures, to contain them within the boundaries of the owner's property.
- G. All excrement produced by said small animals shall be dispersed on a regular basis so as to control flies and odor.



## **SECTION 6.5 KENNELS -- COMMERCIAL AND NON-COMMERCIAL**

The following regulations are established for operation and maintenance of commercial and non-commercial kennels in the Residential Zones pursuant to Section 2.1B9 and the Manufacturing Zones pursuant to Section 4.1C9.

A. Animal runs shall meet the following minimums:

1. Minimum sizes:  
3'-0" x 5'-0" for small size animals  
3'-0" x 9'-0" for medium size animals  
9'-0" x 9'-0" for large size animals
2. Animal runs shall be constructed and/or coated with non-porous material to discourage the breeding of ticks and other similar pests.
3. All animal runs and animal holding areas shall have concrete or other durable flooring sloped for proper drainage.
4. All animal runs shall be provided with adequate enclosures to provide protection from inclement weather.
5. All animal runs shall be provided with drains sufficient to control drainage and daily washing of the runs.
6. All animal runs shall be washed down daily to control odor, flies and the breeding of ticks, fleas, bacteria and other similar items.

B. All kennels shall be served by sewer and/or all excrement produced by said kenneled animals shall be dispersed on a regular basis so as to control flies and odor, or stored in an enclosed container and dispersed on a regular basis.

C. All noise shall be sound attenuated so that the noise level measured at the property line is within the ambient level for the zone in which the site is located.

D. No animal runs, exercise areas or keeping of the kenneled animals for commercial or non-commercial purposes shall be located within the required front, street side or side yards of the zone in which the site is located.

## **SECTION 6.6 ARCADES**

- A. In order to minimize adverse effects that arcades and electronic games may have on the neighborhood or area in which it is located the following regulations are established. Arcades may be permitted only in the CG (Commercial General) zone subject to a conditional use permit and to the conditions listed herein:
1. No arcade shall be permitted within five hundred (500) feet of the nearest point on a lot upon which is located a religious and/or educational institution, a public park or recreation facility.
  2. Adult supervision (18 years or older) shall be provided on the premises during all hours of operation and shall be stationed so as to have direct visibility over all machines.
  3. There shall be no more than one arcade per shopping center and no arcades shall be closer than two hundred (200) feet to another arcade.
  4. All arcades shall not open before 9:00 A.M. and shall close by 2:00 A.M.
  5. A minimum of one bicycle parking stall per video game machine shall be provided within twenty-five (25) feet of the arcade in a safe, convenient location with bicycle racks to accommodate said bikes.
  6. A minimum of two toilets and one wash basin shall be provided for each gender.
  7. No electronic video or electrical coin operated game in a commercial business establishment shall be operated within the City by a person 17 years old or younger during normal public school hours, or after curfew.
  8. All alcoholic beverage sale and/or consumption on-site is prohibited.
  9. All gambling on-site is prohibited.
  10. All conditions herein must be guaranteed to be met in addition to obtaining a license to operate. The operation of four or less machines shall be permitted in all C zones provided their operation is ancillary to the use of the building and said use does not materially alter the principal use of such a building. The operation of four or less machines where they are the principal use may be approved by the Planning Services Director where, in his judgment, the location does not constitute a traffic or safety hazard to the public or abrogate the intent of the zone or the regulations contained in this section.

## **SECTION 6.7 ADULT BUSINESSES**

- A. In order to minimize the adverse effects that the operation of an adult business may have on the neighborhood or area in which it is located, the following regulations are established. Adult businesses may be permitted only, in the CG (Commercial General) zone, subject to the conditions listed herein:
1. No such business shall be located within five hundred (500) feet of the nearest point of a lot on which is located a religious and/or educational institution, a public park or recreation facility.
  2. No such business shall be located within five hundred (500) feet of any lot on which another adult business is located.
  3. No such business shall be located within two hundred (200) feet of any lot within any residential zone.
  4. No such business shall operate between the hours of 2:00 A.M. and 9:00 A.M.
- B. Activities. For the purpose of this ordinance, the following non-exclusive list of activities as defined in Section 1.7 of the Zoning Development Code of the City of Poway shall be deemed adult businesses:
1. Adult Arcade
  2. Adult Bookstore
  3. Adult Cabaret
  4. Adult Drive-In Theater
  5. Adult Mini-Motion Picture Theater
  6. Adult Model Studio
  7. Adult Motel
  8. Adult Motion Picture Theater
  9. Adult Theater
  10. Body Painting Studio
  11. Massage Parlor
  12. Sexual Encounter Establishment
  13. Any other business which involves Specified Sexual Activities or display of Specified Anatomical Areas.





## **SECTION 7 COMPREHENSIVE SIGN REGULATIONS**

### **SECTION 7.0 PURPOSE**

The provisions of Section 7.0 through 7.6, inclusive, shall be known as the Comprehensive Sign Regulations. It is the purpose of these provisions to establish a comprehensive system for the regulation of on-site and off-site signs.

The City of Poway recognizes the need for signs as a means to identify businesses within the community. However, the City also recognizes that signing is an important design element of the physical environment. Regulations consistent with the goals and objectives of the community are necessary to ensure that the rural character and image the community is striving for, can be attained.

It is the purpose of this chapter to make Poway attractive to residents, visitors, and commercial, industrial and professional businesses while maintaining economic stability through an attractive signing program. Specifically, the purposes of this chapter are to:

- A. Protect the general public health, safety and welfare of the community;
- B. Reduce possible traffic and safety hazards through good signing;
- C. Direct persons to various activities and uses, in order to provide for maximum public convenience;
- D. Provide a reasonable system of sign regulations, to ensure the development of a high quality visual environment;
- E. Encourage signs which are well designed and pleasing in appearance and to provide incentive and latitude for variety, good design relationship to the business or use it identifies, and spacing between signs and buildings;
- F. Encourage a desirable rural character which has a minimum of clutter;
- G. Enhance the economic value of the community and each area, business and use thereof, through the regulation of such elements as size, number, location, design and illumination of signs; and
- H. Encourage signs which are well located, and take into account the service and usage of adjacent areas.

## SECTION 7.1 PERMIT REQUIREMENTS AND REVIEW PROCEDURES

### A. Major Review/Minor Review/Building Permits Required:

1. Major Review shall be required for all new freestanding signs, greater than eight (8) feet in height, and for new comprehensive sign programs and amendments thereof. Signs requiring Major Review shall comply with the provisions of this chapter and all other applicable laws and ordinances. Building permits may be required.
2. Minor Review shall be required prior to the placing, erecting, moving, repair, or reconstructing of any sign in the City, if A.1 above does not apply or is expressly exempted by this chapter. Signs requiring Minor Review shall comply with the provisions of this chapter and all other applicable laws and ordinances. Building permits may be required.

### B. Method of Application:

An application for Major Review, or Minor Review and building permits shall be made on forms as prescribed by the Director of Planning Services. Such an application shall be filed with the Planning Services Department with applicable plans as required by the Planning Services Department. Said application shall be accompanied by any fees or bonds as specified by City Council Resolution.

### C. Method of Review:

The purpose of Major Review and Minor Review is to help insure compliance with the provisions of this chapter.

1. Major Review: Within fifteen (15) working days after receipt of all required materials of a sign application, the Director of Planning Services or a designated representative shall prepare a report to the City Council recommending approval, approval with modification, or denial of such sign request.
2. Minor Review: Within fifteen (15) calendar days after receipt of all required materials of a sign application, the Director of Planning Services or a designated representative shall render a decision to approve, approve with modification, or deny such sign request. Such review shall insure that any sign proposal is in conformance with this chapter, is consistent with its title and purpose, and conforms to current Uniform Building Code requirements. In cases where the placing, erecting, moving, or reconstructing of a sign does not require the issuance of a building permit, the Director of Planning Services or a designated representative shall render a decision to approve, approve with modification, or deny such sign request within ten (10) working days. For sign permits that meet all the requirements of an approved Comprehensive Sign Program, the permit shall be issued within five (5) full working days from the date of application.



## SECTION 7.2 ADMINISTRATION

### A. Director of Planning Services:

It shall be the responsibility of the Director of Planning Services or his designee to enforce all provisions of this chapter. At the discretion of the Director, any sign request may be referred to the City Council for their review and approval.

#### 1. Rehearing by City Council on Referral of Director:

In cases where a request for a permit has been referred to the City Council for decision, their action is final. The City Council may rehear and reconsider its action on such sign permit when new and different information or evidence not available at the time of the previous decision exists. Such a rehearing shall be requested in writing by the applicant or other interested party within ten (10) calendar days after the City Council decision. Such request for rehearing shall be made on the forms prescribed by the Planning Services Department and fees shall be paid in accordance with the fee resolution. This submission of the application and fees to the Director of Planning Services shall constitute the filing of the request for rehearing. The City Council shall review such request within thirty (30) calendar days at a regularly scheduled meeting and decide whether the information constitutes the need for a rehearing and render a decision at that time or schedule the matter for a future meeting. The City Council's action may be to uphold, modify or reverse their previous decision.

### B. Interpretation: The provisions of this chapter are not intended to abrogate any easements, covenants, or other existing agreements which are more restrictive than the provisions of this chapter.

Whenever the application of this chapter is uncertain due to ambiguity of its provisions, the question shall be referred to the City Council for determination. best fulfills the intent of this chapter.

### C. Variance: Applications for a variance from the terms of this chapter shall be reviewed by the City Council according to the variance procedures as set forth in the Zoning Ordinance. Variances may be granted only for sign location and other similar performance standards, except area and height, when the City Council finds that the granting of such a variance will not be contrary to the title and purpose of this Ordinance, in addition to the other required findings for granting a variance. All variances may be conditioned to expire with the change of copy for the use, be reviewed on a periodic basis or be required to conform to this chapter upon change of ownership, and/or shall automatically expire upon any designated period of time.

## SECTION 7.2 ADMINISTRATION (cont.)

- D. Appeal: A decision of the Director of Planning Services may be appealed to the City Council within ten (10) calendar days of such decision. Such appeal shall be made on the forms prescribed by the Planning Services Department and fees paid in accordance with the fee resolution. The submission of the application and fees shall constitute the filing of the appeal. The City Council shall review such appeal within thirty (30) calendar days at a regularly scheduled meeting. The City Council shall either uphold, reverse, or modify the Director's decision.

## SECTION 7.3 GENERAL PROVISIONS

- A. Exempt Signs: The following signs shall be exempt from the application, permit, and fee requirements of this chapter; an electrical and/or building permit may be required. Any signage in excess of the specific exemptions listed herein are prohibited.
1. Permanent window signage not exceeding twelve (12) square feet per business frontage and limited to the name of the business, service, or use, hours of operation, address and emergency information, except exposed neon tubing signs advertising products for sale on the premises, are permitted as permanent signs.
  2. Temporary advertising signage painted on the window or constructed of paper, cloth, or similar expendable material affixed on the window, wall, or building surface, provided that all of the following conditions are met:
    - a. The total area of such signs shall not exceed twenty-five (25) percent cent of the window area, however, in all cases twelve (12) square feet per business frontage is permitted.
    - b. Such signs shall be affixed to the surface for no more than thirty (30) continuous calendar days but for no more than sixty (60) days each calendar year, to promote a particular event or sale of product or merchandise.
  3. Real Estate Signs for Residential Sales: One (1) sign per street frontage not exceeding four (4) square feet in area and five (5) feet in height, provided it is unlit and is removed within fifteen (15) days after the close of escrow or the rental or lease has been accomplished. Signs placed on the rear street frontage are prohibited. Open House signs not exceeding four (4) square feet in area and five (5) feet in height are permitted for directing prospective buyers to property offered for sale.
  4. Political Signs: Political signs having to do with any issue, ballot measure, political statements and expressions, or candidate in any Municipal, County, State or Federal election shall be permitted subject to the following provisions and any other applicable provisions within this chapter.



SECTION 7.3 GENERAL PROVISIONS (cont.)

- a. Any person, party or group posting signs in the City shall abide by the provisions herein setforth.
  - b. All political signs shall be placed, erected constructed, painted or assembled, no earlier than thirty (30) calendar days prior to the election and shall be removed no later than ten (10) calendar days following the date of the election.
  - c. A political sign shall not exceed thirty-two (32) square feet in total area for one side; double-faced signs shall not exceed thirty-two (32) square feet per side. No signs shall be placed in a manner that would obstruct visibility of or impede pedestrian or vehicular traffic, or to endanger the health, safety, or welfare of the community.
  - d. All political signs shall not exceed an overall height of eight (8) feet from the finished grade immediately around the sign.
  - e. No political signs shall be lighted either directly or indirectly unless said sign is erected, painted or constructed on an authorized structure already providing illumination.
  - f. No political sign shall be placed or affixed to a traffic signal, street light, tree, fence, utility pole or existing sign, nor shall be posted on any public property or in the public right-of-way, if in the opinion of the Directors of Planning and Public Services said sign impedes or renders dangerous public access to any public improvement, including but not limited to utility poles and fire hydrants; or obstructs the vision of any sign designed to regulate, control or assist public or private transportation or obstructs the vision of any user of a public right-of-way.
  - g. No political sign shall be posted in violation any provisions of this chapter. Further, the Director of Planning Services or his designee shall have the right to remove all signs placed contrary to the provisions of this section. Any political sign placed on private property without the consent of said private property owner may be removed by said owner or representative of said owner.
5. Contractor or Construction Signs: For residential projects greater than four (4) dwelling units, commercial, and industrial projects, two (2) directory signs shall be permitted on the construction site for all contractors (may include financial institutions, real estate agents, subcontractors, etc.) not exceeding thirty-two (32) square feet each, unless legally required by government contracts to be larger. No sign shall exceed eight (8) feet in overall height and shall be located no closer than ten (10) feet to any property line. Such sign shall be removed upon the granting of occupancy by the City. For all other projects, a total of two (2) signs per development site may be installed with a maximum of four (4) square feet in area and (5) feet in height for each sign. Such sign(s) shall be removed upon finalization of building permits.



### SECTION 7.3 GENERAL PROVISIONS (cont.)

6. Future Tenant Identification Sign: Future tenant identification signs may be placed on vacant or developing property to advertise the future use of an approved project on the property and where information may be obtained. Such sign shall be limited to one (1) per parcel and to a maximum of thirty-two (32) square feet in area and eight (8) feet in overall height. Further, such signs shall be placed no closer than ten (10) feet to any property line. Any such sign shall be removed upon finalization of building permits. Where a project has in excess of 600 lineal feet of frontage, one additional sign for each 600 lineal feet is allowed.
7. Real Estate Signs for Sale of Commercial or Industrial Property: One (1) sign per street frontage not to exceed thirty-two (32) square feet in area to advertise the sale, lease, or rent of such property. No such sign shall exceed eight (8) feet in overall height and shall not be located within of the public right-of-way. Where a property has in excess of 600 lineal feet of frontage, one additional sign for each 600 lineal feet is allowed.
8. Interior signs within a structure or building when not visible or readable or intended to be read from off-site or from outside of the structure or building.
9. Signs identifying a business, service or use no greater than four (4) square feet in area may be permitted. Said signs shall not be visible from the the public right-of-way, shall be attached to the main building, shall be for pedestrian traffic, and shall not otherwise require a building permit.
10. Memorial tablets, plaques, or directional signs for community historical resources, installed by a City recognized Historical Society or civic organization.
11. Convenience signs and directional signs not exceeding four (4) square feet in area.
12. Residential building identification signs used to identify individual residences and not exceeding four (4) square feet in area.
13. One name plate per parcel not exceeding four (4) square feet in area for single family residential uses and agricultural uses.
14. Official and legal notices issued by any court, public body, person, or officer or in futherance of any nonjudicial process approved by state or local law.
15. Signs providing direction, warning, or informational signs or structures required or authorized by law or by law or by Federal, State, County, or City authority.

### SECTION 7.3 GENERAL PROVISIONS (cont.)

16. A single official flag of the United States of America and/or two (2) flags of either the State of California, or other states of the United States, counties, municipalities or official flags for nations, and flags of internationally and nationally recognized organizations or the company flag. Flags shall be a maximum of five (5) feet by eight (8) feet.
17. Signs of public utility companies, indicating danger or which serve as an aid to public safety, or which show locations of underground facilities or public telephones.
18. Safety signs on construction sites.
19. One (1) freestanding Time and Temperature sign that conveys time and temperature only and not exceeding twelve (12) square feet in area nor fifteen (15) feet in height, or not higher than the roofline, whichever is less, when combined with business identification in accordance with Section 7.4, and counted toward sign area for the freestanding sign.
20. One (1) wall mounted Time and Temperature sign that conveys time and temperature only not exceeding twelve (12) square feet in area when combined with business identification in accordance with Section 7.4, and counted toward sign area for the wall sign.
21. "No trespassing," "no parking," and similar warning signs not exceeding four (4) square feet.
22. Signs on public transportation vehicles regulated by a political subdivision, including but not limited to buses and taxicabs.
23. Signs on licensed commercial vehicles, provided such vehicles are not used or intended for use as portable signs or as may be prohibited in Section 7.3B.
24. A change of copy conforming to an approved Comprehensive Sign Program. All other changes of copy shall comply with Section 7.1.
25. Incidental signs for automobile repair stores, gasoline service stations, automobile dealers with service repairs, motels and hotels, showing notices of services provided or required by law, trade affiliations, credit cards accepted, and the like, attached to a freestanding sign, structure or building; provided that all of the following conditions exist:
  - a. The signs number no more than four (4).
  - b. No such sign projects beyond any property line.
  - c. No such sign shall exceed an area per face of four (4) square feet.

### SECTION 7.3 GENERAL PROVISIONS (cont.)

26. Copy applied to fuel pumps or dispensers by the manufacturer such as fuel identification, station logo, and other signs required by law.
  27. Agricultural signs, either wall or freestanding types, nonilluminated, and not exceeding four (4) square feet for lots two (2) acres or less and sixteen (16) square feet for lots greater than two (2) acres, identifying only the agricultural products grown on the premises. The number of such signs shall be one (1) per street frontage or a maximum of two (2), with wall signs to be located below the roofline and freestanding signs to be no higher than eight (8) feet.
- B. Prohibited Signs: All signs not expressly permitted are prohibited in all zones, including but not limited to the following:
1. Roof signs.
  2. Flashing signs (except time and temperature signs).
  3. Animated signs (conveying the illusion of motion).
  4. Revolving or rotating signs.
  5. Vehicle signs (when parked or stored on property to identify a business or advertise a product).
  6. Portable signs (except where permitted in this chapter).
  7. Off-site signs (except temporary subdivision chapter).
  8. Signs within the public right-of-way (except those required by a governmental agency). No sign shall be so placed, erected or constructed on a utility pole, traffic device, traffic sign, warning sign, or so as to impede access to any public improvement, or to obstruct the vision of any such signs except as may be permitted in Section 7.3A4 of this chapter.
  9. Signs located on public property except as may be permitted by in Section 7.3A4 of this chapter or those required by a governmental agency.
  10. Signs within the public right-of-way prohibited by the Streets and Highways Code (Sec. 101 et. seq. and Sec. 1460 et. seq.), the Vehicle Code (Sec. 21400 et. seq.) and the Public Utilities Code (Sec. 7538 et. seq.).
  11. Signs blocking doors or fire escapes.



### SECTION 7.3 GENERAL PROVISIONS (cont.)

12. Outside light bulb strings and exposed neon tubing outside of the building (except for temporary uses such as Christmas tree lots, carnivals, and other similar events with prior approval of the City).
  13. Banners, flags, pennants and balloons (except for special events as provided for in this chapter in Section 7.4A3 and Section 7.3A16).
  14. Inflatible advertising devices of a temporary nature, including hot air balloons (except for special events as provided for in this Chapter in Section 7.4A3).
  15. Advertising structures (except as otherwise permitted in this chapter).
  16. Statuary (statues or sculptures) advertising products or logos of the business that are located outside of the structure that houses the business.
  17. The use of decals, stick-on or transfer letters, or tape on the walls or parapets of buildings, fences, walls or other structures, not suitable.
  18. Readerboard/changeable copy signs, either electric or nonelectric except as permitted in this chapter.
  19. Signs which purport to be or are an imitation of or resemble official traffic warning devices or signs, that by color, location or lighting may confuse or disorient vehicular or pedestrian traffic. This does not include traffic or directional signs installed on private property to control on-site traffic.
- C. Signs Relating to Inoperative Activities:  
Signs pertaining to activities or businesses which are no longer in operation, except for temporary closures for repairs, alteration, or similar situations, shall be removed from the premises or the sign copy shall be removed within thirty (30) days after the premises has been vacated including copy from the business directory. Any such sign not removed within the specified time shall constitute a nuisance and shall be subject to removal under the provisions of this chapter and local ordinance.

### SECTION 7.3 GENERAL PROVISIONS (cont.)

D. Enforcement, Legal Procedures, and Penalties:

Enforcement, legal procedures and penalties shall be in accordance with the enforcement procedures established by the local ordinance. Unauthorized illegal signs may be abated by the City in accordance with local ordinance. If said sign is stored by the City the owner may recover said sign from the City upon payment to the City of any storage and/or removal charge incurred by the City. The minimum charge shall be no less than three (\$3) dollars per sign. All signs removed by the City may be destroyed thirty (30) calendar days following removal. If any sign, in the opinion of the Director of Planning Services, is an immediate threat to the public health and safety, said sign shall be immediately and summarily removed with the cost of said removal charged to the property owner in accordance with local ordinances.

E. Construction and Maintenance:

1. Construction: Every sign and all parts, portions, and materials shall be manufactured, assembled, and erected in compliance with all applicable State, Federal, and City regulations and the Uniform Building Code.
2. Maintenance: Every sign and all parts, portions, and materials shall be maintained and kept in proper repair. The display surface of all signs shall be kept clean, neatly painted and free from rust and corrosion. Any cracked, or broken surfaces, and malfunctioning or damaged portions of a sign shall be repaired or replaced within thirty (30) calendar days following notification of the business by the City. Noncompliance with such a request will constitute a nuisance and will be abated in accordance with Ordinance 57 and/or 69. Any maintenance, except a change of copy, which does not involve structural changes is permitted.

### SECTION 7.4 SIGN REGULATIONS

Sign permits may be issued for signs included under this section provided the signs are in compliance with all other applicable laws and ordinances.

A. Signs permitted in all Zoning Districts:

The following signs may be permitted in any zoning district. These signs are in addition to those signs expressly permitted in each zoning district and are subject to the provisions listed:

1. Convenience Signs: On-site signs no greater than six (6) square feet necessary for public convenience or safety may be approved by the Director of Planning Services or his designee. Signs containing information such as "entrance," "exit," or directional arrows shall be designed to be viewed from on-site or from an area adjacent to the site by pedestrians or motorists signs that convey advertising or products shall not be considered a convenience sign.

#### SECTION 7.4 SIGN REGULATIONS (cont.)

2. Comprehensive Sign Program for Commercial and Industrial Zones: A Comprehensive Sign Program shall be developed for all commercial and industrial centers consisting of four (4) or more tenant spaces. The purpose of the program shall be to integrate signs with building and landscaping design into a unified architectural unit. This shall be achieved by:
  - a. Using the same background color on all signs;
  - b. Using not more than three (3) different colors for sign lettering.
  - c. Using the same type of cabinet supports, or method of mounting for signs of the same type, or by using the same type of construction material for components, such as sign copy, cabinets and supports, or by using dissimilar signing determined compatible by the Director of Planning Services.
  - d. Using the same form of illumination for all signs, or by using varied forms of illumination determined compatible by the Director of Planning Services.
  - e. Allowing the use of different colors for logos.
3. Special Event Signs: Special event signs may be approved for a limited period of time as a means of publicizing special events such as grand opening, new management, inventory sales, Christmas tree lots, parades, rodeos, and fairs that are to take place within the City. To apply for approval of special event signs, the applicant shall submit a letter to the Director of Planning Services which describes the proposed sign by means of a sketch and the display dates. The Director of Planning Services shall review the request within fifteen (15) working days after receipt and shall make a determination to approve, approve with modification or deny the request.
  - a. Community Special Events such as Pow Wow Days, the rodeo and country fair may be permitted the following signage:
    - (1) No more than eight (8) off-site signs up to thirty-two (32) square feet and eight (8) feet in height to publicize the event indicated above.
    - (2) Temporary advertising signing consistent with the requirements set forth in Section 7.4A2.



#### SECTION 7.4 SIGN REGULATIONS (cont.)

b. Commercial Special Events such as grand openings, christmas tree lots, painted seasonal holiday window displays, and notice of new management may be permitted the following signage:

(1) No more than one (1), thirty-two (32) square foot or smaller, eight (8) feet in height on-site freestanding special event signs.

(2) All other on-site special event signs can be either wall and window signs, flags, banners and pennants. Inflatable advertising devices of a temporary nature may be permitted. In no case shall any signage, flag, pennant, inflatable device, or banner be placed above the roofline.

#### 4. On-Site Subdivision Signs:

a. One (1) temporary on-site subdivision sign not to exceed 64 square feet total for two (2) sides or 32 square feet for one (1) side and a total overall height of twelve (12) feet may be permitted on each Circulation Element street frontage of the property being subdivided not to exceed two (2) such signs for all phases of any subdivision; otherwise a maximum of one (1) sign is permitted.

b. Such sign shall be for the identification of a subdivision, price information and the developers name, address, and telephone number.

c. Such signs shall be removed within ten (10) calendar days from the date of the final sale of the land and/or residences or within twenty- four (24) months, whichever comes first. Extensions of twelve (12) months may be approved by the Director of Planning Services.

d. Signs shall be maintained in good repair at all times.

e. A cash deposit of three hundred (\$300) dollars per sign shall be deposited with the sign application to ensure compliance with the chapter and removal of such sign. Said deposit shall be refunded to the applicant upon sign removal by the applicant. If the City is forced to remove any signs, then the cost of removal shall be deducted from the deposit.

#### 5. Off-Site Subdivision Directional Sign:

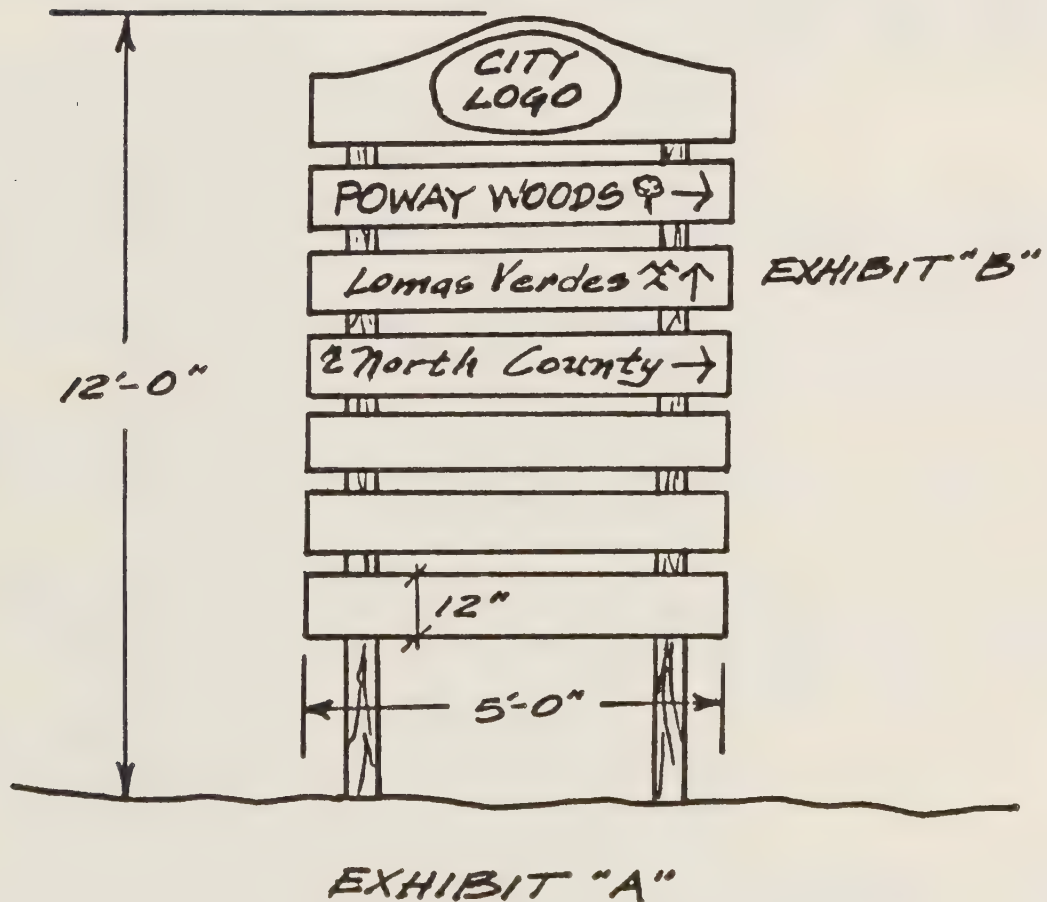
a. A maximum of eight (8) signs may be used to lead customers to the site.

#### SECTION 7.4 SIGN REGULATIONS (cont.)

- b. Signs shall be no larger than sixty (60) inches by twelve (12) inches and shall be grouped on a single, double or four sided sign kiosk as shown in Exhibit "A." Such structure shall contain no more than seven (7) tract identifications and a City identification top piece.
- c. A sign kiosk shall be located not less than three hundred (300) feet from an existing approved sign site. Further, each sign may only contain the name of the subdivision, developer or development logo and a directional arrow as shown on Exhibit "B."
- d. The placement of each sign structure and its copy shall be reviewed and approved by the Director of Planning Services prior to installation.
- e. All kiosks that are to be placed on private property shall be with prior written consent of the property owner, to allow the City, in the event of noncompliance, to enter said property and remove the sign. A copy of said consent shall be filed with the Department of Planning Services prior to the acceptance of a sign permit application.
- f. A kiosk location plan shall be prepared showing the site of each kiosk and shall be submitted to and approved by the Department of Planning Services prior to the acceptance of a sign permit application.
- g. Any sign approved for a particular subdivision within the City shall not be changed to another subdivision without prior approval of the Director of Planning Services.
- h. There shall be no additions, tag signs, streamers, devices, display boards, or appurtenances added to the sign as originally approved. Further, no other directional signing may be used such as posters, portable signs, vehicle signs, trailer signs or temporary subdivision (bootleg) signs.
- i. All off-site subdivision signs not conforming to this chapter shall be deemed a public nuisance and removed prior to the program.
- j. A three hundred (\$300) dollar cash deposit shall be placed with the City to ensure compliance with this chapter. Any sign placed contrary to the provisions of this chapter may be removed by the City and the cost of removal shall be deducted from said deposit. Additional costs incurred by the City resulting from the removal of illegal signs shall be charged to the developer.

SECTION 7.4 SIGN REGULATIONS (cont.)

- k. Said sign shall be allowed until the units within the subdivision are sold out, or for a period of twenty-four (24) months, whichever comes first. Extensions of twelve (12) months may be approved by the Director of Planning Services.





## SECTION 7.4 SIGN REGULATIONS (cont.)

**B. SIGNS PERMITTED IN THE SINGLE FAMILY RESIDENTIAL ZONES.** The following Performance Standards shall be met in all cases:

CLASS	SIGN TYPE	MAXIMUM NUMBER	MAXIMUM SIGN AREA	MAXIMUM HEIGHT	OTHER STANDARDS
1. Institutional Signs for private schools, churches and other similar uses.	Wall ----- Free-standing	One (1) per street frontage with a maximum of two (2)	20 square feet ----- 24 square feet for identification, 36 square feet with changeable copy	Below roofline ----- 6 feet from finished grade	a. Name and address of institution only. b. Can incorporate electric or nonelectric changeable copy for events and time of events.
2. Neighborhood Identification	Wall ----- Free-standing	One (1) per development entrance, maximum of two (2)	36 square feet	6 feet for wall sign ----- 4 feet for free-standing sign	a. Copy shall be limited to the name and address of development
3. School Identification	Wall ----- Free-standing	One (1) per street frontage with a maximum of two (2)	20 square feet ----- 50 square feet	Below roofline ----- 20 feet from finished grade	a. Name and address of school b. To be located no closer than 5 feet to the property line c. To identify the school and to display activities and special events with electric or nonelectric changeable copy.

**C. SIGNS PERMITTED IN THE MULTI-FAMILY AND MOBILE HOME PARK ZONES.** The following Performance Standards shall be met in all cases:

CLASS	SIGN TYPE	MAXIMUM NUMBER	MAXIMUM SIGN AREA	MAXIMUM HEIGHT	OTHER STANDARDS
1. Multi-Family	Wall ----- Free-standing	One (1) per street frontage with a maximum of two (2) per development.	12 square feet for 12 units or less. 24 square feet for more than 12 units.	A wall sign shall not project above the roofline and in no case shall exceed 20 feet. ----- A freestanding sign shall not exceed 8 feet in height	a. Signs shall be in harmony with the scale and design of the development. b. Freestanding signs shall be placed no closer than 5' to the property line. c. Street address shall be incorporated into the face or structure of the sign.
2. Mobile Home Park	Wall ----- Free-standing	One (1) per development entrance, with a maximum of two (2)	36 square feet	6 feet ----- 4 feet	a. Copy shall be limited to name and address of development.

# SECTION 7.4 SIGN REGULATIONS (cont.)

D. SIGNS PERMITTED IN THE COMMERCIAL ZONES. The following Performance Standards shall be met in all cases:

CLASS	SIGN TYPE	MAXIMUM NUMBER	MAXIMUM SIGN AREA	MAXIMUM HEIGHT	OTHER STANDARDS
1. Businesses (not within centers)	Wall	One per street frontage and/or main parking lot, a maximum of three (3) per business.	15% of the building face not to exceed 150 square feet per face	Not to project above the roofline and in no case higher than 20 feet	<ul style="list-style-type: none"> <li>a. Wall signs are limited to identification of business, use, service and/or identifying logo</li> <li>b. A combination of free-standing and wall signs may be used, however, only a maximum of 3 signs may be used.</li> <li>c. Wall signs and free-standing signs shall be architecturally designed to be compatible with the development.</li> <li>d. Freestanding signs shall be placed on the subject property and shall not overhang into private or public property.</li> <li>e. Street addresses shall be incorporated into the face or structure of the freestanding sign.</li> </ul>
	Free-standing	One per street frontage, with a maximum of two (2) per business.	40 square feet	15 feet or the roofline whichever is less.	
2. Centers and businesses within centers (A center is a development in which businesses and structures are designed as an architecturally integrated and interrelated development. Such design is independent of the number of structures, lots, or parcels making up the center).	Wall	One per business frontage and/or main parking lot, a maximum of three (3) for any one business	15% of the building face, not to exceed 150 square feet.	Not to project above the roofline and in no case higher than 20 feet.	<ul style="list-style-type: none"> <li>a. Wall signs are limited to identification of business, use, service provided and/or identifying logo.</li> <li>b. One freestanding sign shall contain the theme name of the center as the predominant feature of the sign and/or identification of two businesses. If one business name is used in a theme name, only one additional business may be identified. If two business names are used in the theme name, no further businesses will be identified. Other free-standing signs may contain a maximum of two business names.</li> <li>c. All shopping centers shall develop a comprehensive sign program for all tenants and uses.</li> <li>d. Street addresses shall be incorporated into the face or structure of the freestanding sign.</li> <li>e. A maximum of three (3) freestanding signs may be located on one street frontage.</li> </ul>
	Free-standing	One per street frontage, not to exceed three (3) per center.	65 square feet	15 feet or the roofline whichever is less.	

# SECTION 7.4 SIGN REGULATIONS (cont.)

## D. SIGNS PERMITTED IN THE COMMERCIAL ZONES (CONTINUED).

CLASS	SIGN TYPE	MAXIMUM NUMBER	MAXIMUM SIGN AREA	MAXIMUM HEIGHT	OTHER STANDARDS
3. Business Offices (multiple professional tenants or office uses)	Wall	Two (2) per building	15% of the face of the structure where sign is to be placed not to exceed 150 sq. ft.	Not to project above the roof nor be higher than 20 feet	<ul style="list-style-type: none"> <li>a. Freestanding signs shall be limited to identifying the name of the professional complex.</li> <li>b. Directory signs shall be placed on the wall at main entrances or be freestanding and shall be limited to listing the tenants name and suite number.</li> <li>c. All office projects with multiple tenants or uses shall develop a comprehensive sign program.</li> <li>d. Street addresses shall be incorporated into the face or structure of the freestanding sign.</li> </ul>
	Free-standing	One per street frontage with a maximum of two (2)	40 square feet	15 feet or the roofline whichever is less.	
	Directory (Wall or Free-standing)	Three (3) per building	12 square feet	8 feet	
4. Service Station	Free-standing	One (1) per street frontage, not to exceed a total of two (2) per station.	40 square feet	15 feet or the roofline whichever is less.	<ul style="list-style-type: none"> <li>a. Special service signs shall be limited to such items as self-service, full-serve, air, water, cashier and shall be non-illuminated.</li> </ul>
	Price Sign (Free-standing)	One (1) per street frontage, not to exceed a total of two (2) per station.	16 sq. ft. for price sign	15 feet or the roofline whichever is less.	
	Special Service Signs (Wall or Free-Standing) Signs	Three (3) for each pump island.	4 square feet	If mounted on a wall or pole of the canopy it shall be no higher than 8 feet. Freestanding signs shall not exceed 3 feet in height	
5. Motion picture or playhouse theater signs	Wall	One (1) per street frontage and/or main parking lot, not to exceed two (2).	15% of the building face, not to exceed 150 square feet.	Not to project above the roofline and in no case higher than 20 feet.	<ul style="list-style-type: none"> <li>a. Wall signs may include electric or nonelectric readerboard or changeable copy signs.</li> <li>b. Current and coming attraction signs shall be attached to a wall within a locking, shatter-proof glass case.</li> </ul>
	Current coming attraction (wall)	Four (4)	8 square feet each.	8 feet	



# SECTION 7.4 SIGN REGULATIONS (cont.)

## E. SIGNS PERMITTED IN THE INDUSTRIAL ZONES. The following Performance Standards shall be met in all cases:

CLASS	SIGN TYPE	MAXIMUM NUMBER	MAXIMUM SIGN AREA	MAXIMUM HEIGHT	OTHER STANDARDS
1. Businesses (single tenant, single parcel)	Wall	One (1) per street frontage and/or main parking lot, not to exceed two (2) per business.	15% of the building face, not to exceed 150 square feet.	Not to project above the roofline and in no case higher than 20 feet.	<ul style="list-style-type: none"> <li>a. Wall signs shall be limited to identification of business, use, service provided and/or identifying logo.</li> <li>b. A combination of wall and freestanding signs may be used; however, these shall not exceed three (3) per business.</li> <li>c. Street addresses shall be incorporated into the face or structure of the freestanding sign.</li> </ul>
	Free-standing	One (1) per street frontage not to exceed two (2) per business.	40 square feet	15 feet or the roofline whichever is less.	
2. Businesses (multiple tenants or uses)	Wall	One (1) per street or parking area frontage not to exceed two (2) per business.	15% of the building face not to exceed 150 square feet.	Not to project above the roofline and in no case higher than 20 feet.	<ul style="list-style-type: none"> <li>a. Wall signs shall identify the individual business, use, service provided and/or identifying logo and be located at the main pedestrian entrance or parking area</li> <li>b. The business directory freestanding sign shall list only the address and names of the on-site activities</li> <li>c. The business directory freestanding sign shall be located either adjacent to the parking area or the main entrance to the development.</li> <li>d. A freestanding sign may be permitted in lieu of the directory sign to identify the development.</li> <li>e. All industrial projects with multiple tenants or uses shall develop a comprehensive sign program.</li> <li>f. Street addresses shall be incorporated into the face or structure of the freestanding sign.</li> </ul>
	Business Directory (Free-standing)	One (1) per street frontage or parking area not to exceed two (2) per development.	36 square feet.	8 feet	
	Free-standing	One (1) per street frontage not to exceed two (2) per development	65 square feet.	15 feet or the roofline whichever is less.	

## SECTION 7.5 DESIGN STANDARDS

Each sign shall be so designed with the intent and purpose to complement the architectural style of the main building or buildings or type of business upon the site, and to the extent possible, signs located on commercial sites but in a predominantly residential area, shall take into consideration compatibility with the residential area.

- A. Relationship to Buildings: Signs located upon a lot with only one main building housing the use which the sign identifies, shall be designed to be compatible with the predominant visual elements of the building, such as construction materials, color, or other design detail. Each sign located upon a lot with more than one main building, such as a shopping center or other commercial or industrial area developed in accordance with a common development plan, shall be designed to be compatible with predominant visual design elements common or similar to all such buildings or the buildings occupied by the "main tenants" or principal uses. The Planning Services Director may condition his recommendation or approval of a sign to require such visual elements to be incorporated into the design of the sign where such element(s) is necessary to achieve a significant visual relationship between the sign and building or buildings.
- B. Relationship to other signs: Where there is more than one (1) freestanding sign located upon a lot, all such signs shall have designs which are complementary to each other by either similar treatment or incorporation of one (1) or more of the following six (6) design elements:
  - 1. Type of construction materials (such as cabinet, sign copy, supports);
  - 2. Letter style of sign copy;
  - 3. Type or method used for supports, uprights or structure on which sign is supported;
  - 4. Sign cabinet or other configuration of sign area; and
  - 5. Shape of entire sign and its several components.
- C. Landscaping: Each freestanding sign shall be located in a planted landscaped area which is of a shape, design and size (equal to at least the maximum allowable sign area) that will provide a compatible setting and ground definition to the sign. The planted landscaped area shall be maintained in a neat, healthy, and thriving condition.

#### SECTION 7.5 DESIGN STANDARDS (cont.)

- D. Illumination and Motion: Signs shall be nonmoving stationary structures (in all components) and illumination, if any, shall be maintained by artificial light which is stationary and constant in intensity and color at all times (nonflashing).
- E. Sign Copy: The name of the business, use, service and/or identifying logo shall be the dominant message on the sign. The use of advertising information such as lists of products (more than one product), are prohibited.
- F. Relationship to Streets: Signs shall be designed so as not to obstruct any pedestrian, bicyclist, or driver's view of right-of-way.

#### SECTION 7.6 NONCONFORMING SIGNS

- A. Intent: It is the intent of this section to recognize that the eventual elimination of existing signs that are not in conformity with the provisions of this chapter is as important as is the prohibition of new signs that would violate these regulations.
- B. General Requirements:
  - 1. A nonconforming sign may not be:
    - a. Changed to another nonconforming sign (changes of copy including legal nonconforming billboards shall comply with the requirements of Section 7.1).
    - b. Structurally altered to extend its useful life.
    - c. Expanded, moved or relocated.
    - d. Re-established after a business, not within a center, or a business within a center without an approved comprehensive sign program, is discontinued.
    - e. Re-established after damage or destruction of more than fifty (50%) percent of the sign value as determined by the Director of Planning Services.
  - 2. A new sign may be approved for a site, structure, building or use that contains nonconforming signs if it meets one (1) or more of the following criteria:
    - a. It is part of an approved comprehensive sign program; or
    - b. It lessens the nonconformity.



SECTION 7.5 DESIGN STANDARDS (cont.)

- C. Amortization Requirements: Every sign or advertising structure which does not comply with the provisions of this chapter, shall be amortized in accordance with this section. Time periods for amortization of nonconforming signs shall begin from the effective date of the chapter. Any sign which becomes nonconforming either by reason of amendment to this chapter or by annexation to the City, shall also be subject to the provisions of this chapter. The period of time within which such sign must be abated shall commence upon the effective date of such amendment or annexation.

Any sign not complying with the provisions of this chapter at the end of the amortization period shall be deemed a public nuisance and abated in accordance with local ordinances.

1. Signs to be Brought into Conformance Within Ninety (90) Days. The following signs shall be removed or otherwise brought into conformance within ninety (90) days from the effective date of this chapter.
  - a. Illegal signs - Any sign erected without a permit and/or erected in contravention to regulations in existence at the time of its erection or placement, or without a valid sign and/or building permit.
  - b. Temporary signs or temporary on-site devices attached to signs or used in conjunction with the promotion of any product, service or use, such as flags, banners, bunting, inflatable devices, pennants, streamers, and spinners.
  - c. Portable signs.
  - d. Rotating signs.
  - e. Flashing signs.
2. Legal Nonconforming Wall Signs. Any permanent wall sign which was properly erected pursuant to regulations in existence at the time of its erection or placement, and with a valid sign and/or building permit, but which does not meet the requirements of this chapter, shall be allowed to remain in existence, notwithstanding their nonconforming character, for the useful life of the sign, providing that such signs and sign structures remain in full compliance with section 7.3E2 of this chapter. Such signs must be brought into conformance if major exterior building modification occurs as determined by the Director of Planning Services.

SECTION 7.5 DESIGN STANDARDS (cont.)

3. Legal Nonconforming Freestanding Signs. Any permanent freestanding sign, measuring sixty-five (65) square feet or less and twenty-five (25) feet or less in height, which was properly erected pursuant to the regulations in existence at the time of its erection or placement, and with a valid sign permit, and/or building permit, shall be allowed to remain for the useful life of the sign, providing that such sign structures remain in full compliance with Section 7.3E2 and Section 7.6A and B of this chapter. Such signs must be brought into conformance if a building permit or permits are subsequently issued on the site for major exterior modifications unless such conformance is waived by the Director of Planning Services.
  4. All Other Legal Nonconforming Signs. Any other type of sign which was properly erected pursuant to the regulations in existence at the time of its erection or placement, and with a valid sign and/or building permit, but which does not meet the requirements of this chapter, shall be removed or otherwise brought into conformance within eight (8) years of the effective date of this chapter, providing that such sign structures remain in full compliance with Section 7.3E2 and Section 7.6A and B of this chapter. Such signs must be brought into conformance if a building permit or permits are subsequently issued on the site for major exterior modifications unless such conformance is waived by the Director of Planning Services.
- D. Historical Signs: Signs which have historical significance to the community but do not conform to the provisions of this chapter, may be issued a permit to remain provided that the City Council makes the following findings:
1. The sign has historical significance for the community.
  2. The sign does not create nor cause a traffic hazard.
  3. The sign does not create a visual nuisance to the character of the community.
  4. The sign is properly maintained and structurally sound.
  5. The sign does not adversely affect adjacent properties.

## SECTION 8 OFF-STREET PARKING

### SECTION 8.0 PURPOSE

All regulations set forth in this chapter are for the purpose of providing convenient off-street parking space for vehicles. The parking requirements of this section are to be considered as the minimum necessary for such uses permitted by the respective zone.

The intent of these regulations is to provide adequately designed parking areas with sufficient capacity and adequate circulation to minimize traffic congestion and promote public safety. It shall be the responsibility of the developer, owner, or operator of the specific use to provide and maintain adequate off-street parking.

### SECTION 8.1 GENERAL PROVISIONS

- A. Off-street parking facilities, for both motor vehicles and bicycles, shall be provided for any new building constructed, for any new use established, for any addition or enlargement of an existing building or use, and for any change in the occupancy of an existing building.
- B. For additions or enlargements of any existing building or use, or any change of occupancy or manner of operation that would increase the number of parking spaces required, the additional parking spaces shall be required only for such addition, enlargement, or change and not for the entire building or use, unless required as a condition of approval of a Conditional Use Permit.
- C. The required parking facilities needed for any development shall be located on the same site or, if an irrevocable access and/or parking easement is obtained, the parking may be on an adjacent site. Property within the ultimate right-of-way of a street or highway shall not be used to provide required parking or loading or unloading facilities.
- D. The requirements of this ordinance shall apply to temporary as well as permanent uses.
- E. No existing use of land or structure shall be deemed to be nonconforming solely because of the lack of off-street parking facilities prescribed in this ordinance. However, the facilities being used for off-street parking on the effective date of this ordinance shall not be reduced in capacity to less than the minimum standards prescribed in this section.
- F. Projects with unexpired site designs or conditional use permits approved prior to the effective date of this ordinance shall meet the requirements of the parking ordinance in effect on the date the site designs or conditional use permits were approved.



## SECTION 8.1 GENERAL PROVISIONS (cont.)

- G. All required off-street parking spaces shall be designed, located, constructed, and maintained so as to be fully usable during workday periods or as needed by the use of the premises.
- H. Where the application of these schedules results in a fractional space, then the fraction shall be rounded to the higher whole number.
- I. The parking requirement for uses not specifically listed in the matrix shall be determined by the approval body for the proposed use on the basis of requirements for similar uses, and on any traffic engineering and planning data that is appropriate to the establishment of a minimum requirement.
- J. In the calculation of parking requirements for centers, off-peak-hour uses from the normal operating hours of the center shall not be counted toward the parking requirement.
- K. In situations where a combination of uses are developed on a site, parking shall be provided for each of the uses on the site according to the schedule given in this section.

## SECTION 8.2 SCHEDULE OF OFF-STREET PARKING REQUIREMENTS

<u>USE</u>	<u>MINIMUM OFF-STREET PARKING REQUIRED</u>
A. <u>Administrative and Professional Services</u> as listed in Section 3.1A	1 space/250 square feet of gross floor area.
B. <u>Shopping Centers and General Commercial Uses</u> as listed in Section 3.1B except as noted below:	1 space/ 300 square feet of gross floor area.
1. <u>Eating and drinking establishments</u>	1 space/each 5 seats or 1 space/75 square feet of seating area where there are no fixed seats, plus one (1) space per employee
a. <u>Fast food restaurants with drive-in or drive-through</u>	1 space/each 7 seats plus one (1) space per employee and an on-site queue line for at least eight (8) vehicles when drive-through is included
2. <u>Gasoline dispensing and/or automotive services stations</u>	2 spaces plus four (4) for each service bay.
3. <u>Appliance and/or furniture stores</u>	1 space/500 square feet of gross floor area.

SECTION 8.2 SCHEDULE OF OFF-STREET PARKING REQUIREMENTS (cont.)

<u>USE</u>	<u>MINIMUM OFF-STREET PARKING REQUIRED</u>
4. <u>Hotels and motels</u>	1 space per unit plus 1 space per employee.
a. <u>Retirement hotels</u>	0.6 space per unit plus 1 space per employee
5. <u>Auto and/or truck sales</u>	1 space/400 square feet of gross floor area
6. <u>Medical and dental offices or clinics, veterinary offices or clinics</u>	1 space/200 square feet of gross floor area
7. <u>Commercial recreation facilities</u>	
a. Bowling alleys, billiard halls	5 spaces/alley plus 2 for each billiard table plus required parking for other uses on the site
b. Commercial stables	1 space/5 horses boarded on site
c. Driving range (golf)	1 space/tee plus required parking for any other uses on the site
d. Golf course (regulation)	6 spaces/hole plus required parking for any other uses on the site
e. Miniature golf	3 spaces/hole plus required parking for any other uses on the site
f. Parks (public or private)	To be determined by the City Council
g. Skating rinks	1 space/100 square feet of gross floor area
h. Tennis, handball, and racketball facilities	3 spaces/court plus required parking for additional uses on site
i. Theaters	
(1) Motion picture	1 space/5 seats plus 5 spaces for employees
(2) Playhouse	1 space/5 seats plus one (1) space per employee

SECTION 8.2 SCHEDULE OF OFF-STREET PARKING REQUIREMENTS (cont.)

<u>USE</u>	<u>MINIMUM OFF-STREET PARKING REQUIRED</u>
C. <u>Public and semi-public uses</u>	
1. Day nurseries, day care schools	1 space/staff member plus 1 space/5 children or 1 space/10 children if adequate drop-off facilities are provided. Drop-off facilities must be designed to accommodate a continuous flow of passenger vehicles to safely load and unload children. The adequacy of drop-off facilities proposed shall be determined by the City Council.
2. Convalescent and/or nursing homes	1 space/4 beds plus 1 space per the highest employee shift
3. Hospitals	To be determined by the City Council. Applicant shall submit a parking study.
4. Educational institutions, public or private	
a. Elementary and junior high school	2 spaces/classroom
b. Senior high schools	1 space/faculty member and employee plus 1 space/6 students
c. Colleges and vocational schools	.5 spaces/faculty member and employee plus 1 space/3 students
d. Churches, convents, monasteries, other religious institutions, and other spaces of public assembly	1 space/3 seats within the main auditorium or 1 space/45 square feet of gross floor area within the main auditorium where there are no fixed seats
5. Public Utilities	To be determined by the City Council



SECTION 8.2 SCHEDULE OF OFF-STREET PARKING REQUIREMENTS (cont.)

<u>USE</u>	<u>MINIMUM OFF-STREET PARKING REQUIRED</u>
D. <u>Manufacturing Uses</u>	
1. Manufacturing	1 space/750 square feet of gross floor area devoted to manufacturing plus the required parking for square footage devoted to other uses. Ten (10) percent of the spaces provided must be designated for use by carpools.
2. Research and Development	1 space/300 square feet of gross floor area. Ten (10) percent of the spaces provided must be designed for use by carpools.
3. Storage	1 space/1,000 square feet of gross area for the first 20,000 square feet devoted to storage plus the required parking for square footage devoted to other uses. 1 space/2,000 square feet for the second 20,000 square feet. 1 space/4,000 square feet for area in excess of 40,000 square feet.
E. <u>Single Family Residential, Multiple Family Residential and Senior Citizen Residential</u> are indicated in their respective zones.	

F. Handicapped Parking Requirements

Handicapped parking requirements are established by the State of California. The parking standards contained in this section are identical to those established by the State at the time of the adoption of this ordinance. Any future change in the State handicapped parking standards would preempt the requirements given in this section.

1. Handicapped parking for residential uses shall be provided at the rate of one space for each dwelling unit that is designed for occupancy by the handicapped.

SECTION 8.2 SCHEDULE OF OFF-STREET PARKING REQUIREMENTS (cont.)

2. Handicapped parking spaces shall be provided for all uses other than residential at the following rate:

<u>Number of Automobile Spaces Provided</u>	<u>Number of Handicapped Spaces Required</u>
1 - 40	1
41 - 80	2
81 - 120	3
121 - 160	4
161 - 300	5
301 - 400	6
401 - 500	7
over 500	7 + 1 for each 200 additional automobile spaces provided

3. Handicapped parking spaces required by this section shall count toward fulfilling automobile parking requirements.

G. Bicycle Parking Requirements

The matrix below contains the minimum bicycle parking requirements. Only those uses identified in the matrix are required to install bicycle parking. Bicycle parking facilities shall be stationary storage racks or devices designed to secure the frame and wheel of the bicycle.

<u>USE</u>	<u>MINIMUM BICYCLING PARKING REQUIREMENTS</u>
1. Administrative and Professional Services over 20,000 square feet of floor area	5 spaces
2. Shopping Centers with more than 50,000 square feet of gross floor area	1 space/33 automobile parking spaces required
3. Eating and Drinking Establishments	2 spaces
a. Fast food restaurants, coffee shops, delicatessens, etc.	5 spaces
4. Medical and dental offices or clinics, veterinary offices or clinics	2 spaces

## SECTION 8.2 SCHEDULE OF OFF-STREET PARKING REQUIREMENTS (cont.)

<u>USE</u>	<u>MINIMUM OFF-STREET PARKING REQUIRED</u>
5. Commercial Recreation	1 space/33 automobile spaces required.
6. Hospitals	4 spaces
7. Churches	4 spaces

### H. Motorcycle Off-Street Parking Requirements

Motorcycle parking areas shall be provided for all uses, except residential, at the following rate:

1. Uses with 25 to 100 automobile parking spaces shall provide one designated area for use by motorcycles.
2. Uses with more than 100 automobile parking spaces shall provide motorcycle parking areas at the rate of one motorcycle parking area for every 100 automobile parking spaces provided.

## SECTION 8.3 PROPERTY DEVELOPMENT STANDARDS: OFF-STREET PARKING

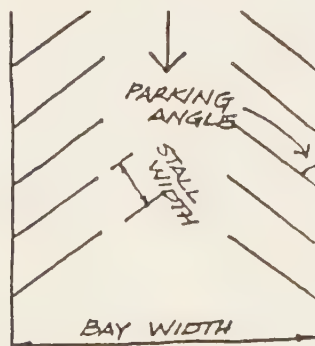
The following property development standards shall apply to all land, buildings, and uses authorized by the Zoning Development Ordinance.

### A. General Requirements

The following are minimums unless otherwise stated:

1. Residential (in feet)
  - a. Covered in a garage or carport 10' X 20' each space
  - b. Uncovered 9' X 18.5' each sapce
2. Parallel parking space 8' X 22' each space
3. All others 8.5' X 18.5' each space
4. One-way traffic-double-loaded aisles:
 

angle	bay width
30°	43'
45°	50'
60°	56'
90°	62'



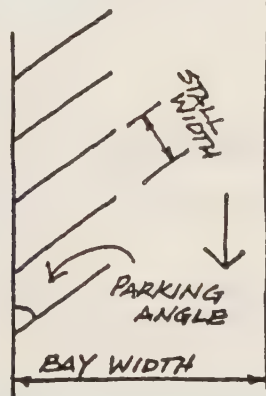


## SECTION 8.3 PROPERTY DEVELOPMENT STANDARDS: OFF-STREET PARKING

### A. General Requirements (cont.)

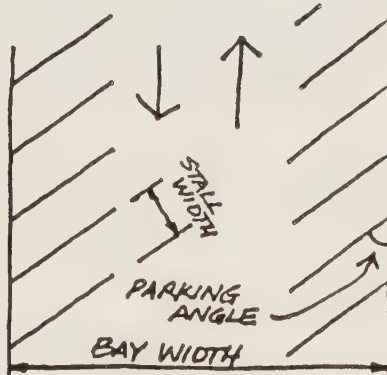
5. One-way traffic-single-loaded aisles:  
parking bay width

angle	bay width
30°	28'
45°	32'
60°	37'
90°	43.5'



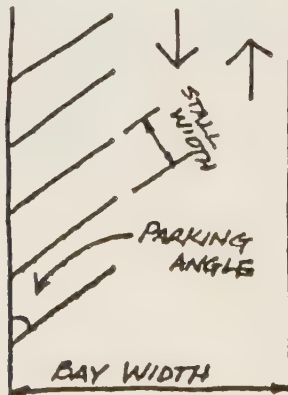
6. Two-way traffic-double-loaded aisles:  
parking bay width

angle	bay width
30°	51'
45°	57'
60°	60'
90°	62'



7. Two-way traffic-single-loaded aisles:  
parking bay width

angle	bay width
30°	36'
45°	39'
60°	41'
90°	43.5'



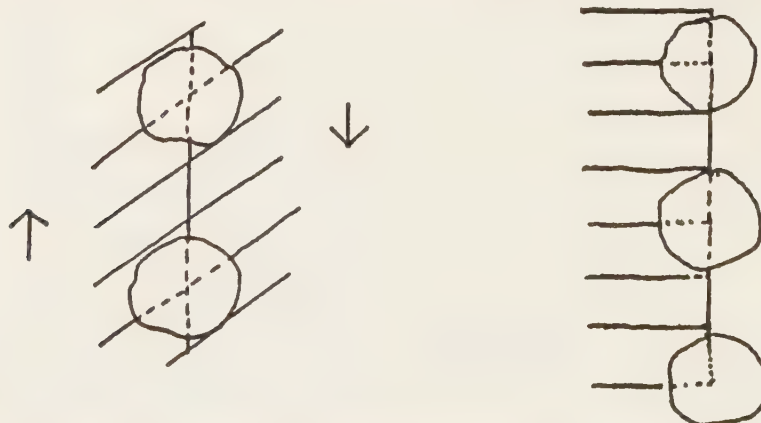
### SECTION 8.3 PROPERTY DEVELOPMENT STANDARDS: OFF-STREET PARKING

#### A. General Requirements (cont.)

8. Motorcycle parking space: 4 foot by 8 foot.
9. Bicycle parking space: 2 foot by 6 foot.
10. Automobile, Handicapped, Motorcycle, and Bicycle: All parking stalls and maneuvering areas shall be paved and permanently maintained with asphalt, concrete, or any other all-weather surfacing approved by the Director of Planning Services and subject to current City standards.
11. Striping and Identification
  - a. Automobile: All parking stalls shall be clearly outlined with double lines on the surface of the parking facility.
  - b. Handicapped: All handicapped spaces shall be striped and marked according to the applicable State standards.
  - c. Motorcycle: All motorcycle spaces shall have bollards installed and appropriately spaced to prevent automobile usage of the motorcycle area. Motorcycle spaces shall be marked so that they can be clearly identified for motorcycle usage.
  - d. Bicycle: All bicycle spaces shall be clearly identified.

#### B. Special Requirements

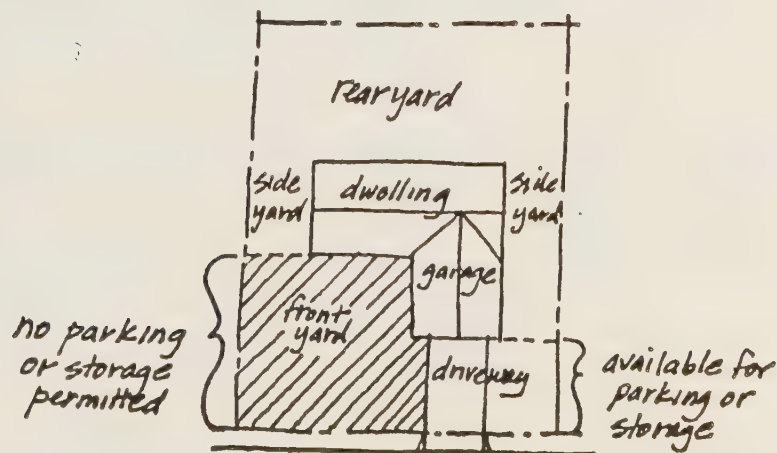
1. One (1) fifteen (15) gallon tree, per City specifications, shall be provided for every three (3) parking spaces. Said tree shall be so located to provide shade cover for the vehicles (See exhibit below).



2. Any unused space resulting from the design of the parking area shall be used for landscaped purposes.

SECTION 8.3 PROPERTY DEVELOPMENT STANDARDS: OFF-STREET PARKING (cont.)

3. All parking lot landscaped islands shall have a minimum inside dimension of four (4) feet and shall contain twelve (12) inch wide walk adjacent to parking stall and be separated from vehicular areas by a six (6) inch high, six (6) inch wide portland concrete cement curbing.
4. All landscaping areas shall be irrigated automatically and kept in a healthy and thriving condition free from weeds, debris and trash.
5. All parking facilities shall have lighting in accordance with the current City standards. The lighting shall be designed and installed so as to confine direct rays to the site. Parking lot lights shall be a maximum height of eighteen (18) feet from the finished grade of the parking surface and directed away from all property lines and shall be low pressure sodium.
6. All parking facilities, shall be graded and drained so as to provide for the disposal of all surface water on the site.
7. In any R zone except the RC and RA parking of motorized and nonmotorized vehicles shall be subject to the following requirements and those shown in the example below:
  - a. No motorized or nonmotorized vehicle shall be parked, stored or kept in the front yard as shown below except on land adjacent to the driveway or the driveway. In all cases the surface shall be portland concrete cement.
  - b. If motorized or nonmotorized vehicles are to be parked, stored, or kept on the lot, other than as permitted in 7a, they must be for the personal use of the resident.





#### SECTION 8.4 PERFORMANCE STANDARDS: OFF-STREET PARKING

- A. All parking facilities required by this ordinance shall be maintained in good operating condition for the duration of the use requiring such facilities. Such facilities shall be used exclusively for the parking of vehicles. The parking facilities shall not be used for the storage of merchandise, or for the storage or repair of vehicles or equipment. Parking facilities shall not be used for the sale of merchandise, except on a temporary basis pursuant to Section 6.1.1 (Temporary Uses).
- B. All shopping centers that use shopping carts shall provide convenient and safe on-site storage areas for the shopping carts.
- C. Handicap, motorcycle, and carpool parking areas, when required, shall be located within one hundred (100) feet of the entrance to the facility.



## **SECTION 9 NONCONFORMING USES, STRUCTURES, SCREENING, PERFORMANCE STANDARDS**

### **SECTION 9.0 PURPOSES**

This Section is intended to limit the number and extent of nonconforming uses by prohibiting or limiting their enlargement, their re-establishment after abandonment, and the alteration or restoration after destruction of the structures they occupy. While permitting the use and maintenance of existing nonconforming structures, this Section is intended to limit the number and extent of nonconforming structures by prohibiting their being moved, altered, or enlarged in a manner that would increase the discrepancy between existing conditions and the standards prescribed in this Ordinance and by prohibiting their restoration after destruction. Eventually, certain classes of nonconforming uses, nonconforming structures of nominal value, are to be eliminated or altered to conform and certain uses having nonconforming screening or performance standards are to be altered to conform.

### **SECTION 9.1 TIME WHEN USE AND STRUCTURE BECOME NONCONFORMING**

Whenever a use and/or a structure, become nonconforming because of a change of zone boundaries or a change of regulations for the zone in which it is located, the period of time prescribed in this article for the elimination of the use, and the removal of the structure, shall be computed from the effective date of the change of zone boundaries or regulations.

### **SECTION 9.2 DISCONTINUATION OF NONCONFORMING USE**

Whenever a nonconforming use has been discontinued or changed to a conforming use for a continuous period of one hundred-eighty (180) calendar days or more, the nonconforming use shall not be reestablished, and the use of the structure or site thereafter shall be in conformity with the regulations for the zone in which it is located. Discontinuation shall include cessation of a use regardless of intent to resume the use, unless the Director of Planning Services is notified in writing of the intent to resume and has approved a schedule for resumption of said use.

### **SECTION 9.3 CONTINUATION AND MAINTENANCE**

- A. A use lawfully occupying a structure or a site, that does not conform with the use regulations or the performance standards for the zone in which the use is located shall be deemed to be a nonconforming use and may be continued, except as otherwise provided in this Section.
- B. A structure, lawfully occupying a site, that does not conform with the property development standards for front yard, side yards, rear yard, height, coverage, or distances between structures, for the zone in which the structure is located, shall be deemed to be a nonconforming structure and may be used and maintained, except as otherwise provided in this Section.



### SECTION 9.3 CONTINUATION AND MAINTENANCE (cont.)

- C. Routine maintenance and repairs may be performed on a structure or site, the use of which is nonconforming, and on a nonconforming structure.
- D. An existing legal lot shall not be deemed non-conforming if it does not meet the minimum lot width, depth or lot size for the zone in which it is located. Additionally, no existing legal lot with RR-A, RR-B or RR-C zoning shall be deemed non-conforming if it does not meet the slope criteria for the RR-A, RR-B or RR-C zones.

### SECTION 9.4 ALTERATIONS AND ADDITIONS TO NONCONFORMING USES AND STRUCTURES

- A. No structure, the use of which is nonconforming, shall be moved, altered, or enlarged unless required by law, or unless the moving, alteration, or enlargement will result in the elimination of the nonconformity, except as permitted in this Section.
- B. No nonconforming use shall be enlarged or extended in such a way as to occupy any part of the structure or site or another structure or site which it did not occupy at the time it became a nonconforming use, or in such a way as to displace any conforming use occupying a structure or site, except as permitted in this Section.
- C. No nonconforming structure shall be altered or reconstructed so as to increase the discrepancy between existing conditions and the property development standards for front yard, side yards, rear yard, height of structures, or distances between structures, or usable open space prescribed in the zone in which the structure is located. No nonconforming structure shall be moved or enlarged unless the new location or enlargement shall conform to the property development standards for front yard, side yards, rear yard, height of structures, and distances between structures, or usable open space prescribed in the zone in which the structure is located.
- D. No use which fails to meet the performance standards of the zone in which it is located shall be enlarged or extended nor shall have equipment replaced that results in failure to meet performance standards unless the enlargement, extension, or replacement will result in elimination on nonconformity with performance standards.

#### SECTION 9.5 RESTORATION OF A DAMAGED STRUCTURE

- A. Whenever a structure which does not comply with the property development standards for front yard, side yards, rear yard, height of structures, or distances between structures prescribed in the zone in which the structure is located, or the use of which does not conform with the performance standards for the zone in which it is located, is destroyed by fire or other calamity, by act of God, or by the public enemy to the extent of fifty (50) percent or less, the structure may be restored and the nonconforming use may be resumed, provided that restoration is started within one year and diligently pursued to completion. When the destruction exceeds fifty (50) percent or the structure is voluntarily razed or is required by law to be razed, the structure shall not be restored except in full conformity with the property development standards for the zone in which it is located and the nonconforming use shall not be resumed.
- B. The extent of damage or partial destruction shall be based upon the ratio of the estimated cost of restoring the structure to its condition prior to such damage or partial destruction to the estimated cost of duplicating the entire structure as it existed prior thereto. Estimates for this purpose shall be made by or shall be reviewed and approved by the Building Official and shall be based on the minimum cost of construction in compliance with the Building Code.

#### SECTION 9.6 CHANGE TO ANOTHER NONCONFORMING USE

A use permit may be granted for conversion of a nonconforming use to another nonconforming use, provided that the City Council makes the following findings:

1. The proposed nonconforming use will not have a greater adverse impact on the surrounding area than the existing or former nonconforming use.
2. The proposed nonconforming use shall be a use that would be permitted to continue in the zone in which it would be located as prescribed in Section 9.8 (Exceptions to Provisions for Elimination of Nonconforming Uses).

#### SECTION 9.7 ELIMINATION OF NONCONFORMING USES AND STRUCTURES

Except as permitted in Section 9.8 (Exceptions to Provisions for Elimination of Nonconforming Uses), and Section 9.4 (Change to Another Nonconforming Use), nonconforming uses, and structures, shall be discontinued and removed from their sites, altered to conform, or altered as prescribed to decrease the degree of nonconformity, within the specified time after they become nonconforming.

##### A. Uses

1. In any zone, removal of a nonconforming use that does not occupy a structure or a use occupying a structure having an assessed valuation of less than \$500 shall be removed or made to conform within five (5) years from the date of notification as set forth in Section 9.9 herein.





## SECTION 9.7 ELIMINATION OF NONCONFORMING USES AND STRUCTURES (cont.)

2. In an R zone, a use that is not a permitted use or a conditional use in a CO or CN zone; or in a CG zone, a use that is not a permitted use or a conditional use in any C zone or an M zone shall be removed or made to conform within fifteen (15) years from the date of notification as set forth in Section 9.9 herein.

### B. Structures

1. Removal or alteration of a nonconforming structure having an assessed valuation of less than \$500 shall be removed or made to conform within five (5) years from the date of notification as set forth in Section 9.9 herein.

## SECTION 9.8 EXCEPTIONS TO PROVISIONS FOR ELIMINATION OF NONCONFORMING USES AND STRUCTURES

The following uses, when nonconforming, need not be removed and under certain conditions may be expanded provided that they shall be subject to the provisions of Section 9.2 (Discontinuation Nonconforming Use) and Section 9.5 (Restoration of a Damaged Structure).

- A. In any zone, a residential use, provided that the number of dwelling units shall not be increased.
- B. In an "R" zone, a nonresidential use that is a permitted use or a conditional use in the CO or CN one may be continued and a conditional use permit may be granted for expansion of the floor area or the site area occupied by the use by not more than a total of ten (10) percent in any five (5) year period.
- C. In a CG zone, a use that is a permitted use or a conditional use in any C zone or any M zone may be continued and a conditional use permit may be granted for expansion of the floor area or the site area occupied by the use by not more than a total of ten (10) percent in any five (5) year period.
- D. In an M zone, a use that is a permitted use or a conditional use in any M zone may be continued, provided that nonconformity with screening and performance standards requirements shall be eliminated as prescribed in Section 9.7. A use permit may be granted for expansion of the floor area or the site area.
- E. In any zone any nonconforming use or structure may be ordered terminated by the City Council within a period of time less than specified in Section 9.5B, C and D, provided upon a finding that said termination can reasonably be accomplished. It is the duty of the City Council to provide a reasonable amortization period in the event of such a finding. (In no case, however, shall the period provided for notification be abrogated.)

#### SECTION 9.9 NOTICE OF ELIMINATION DATE FOR NONCONFORMING USE AND STRUCTURE

When the Planning Services Director determines the existence of nonconforming uses listed in Section 9.7 (Elimination of Nonconforming Uses and Structures) and notifies the owner by certified or registered mail of the provisions and dates for compliance with the provisions of Section 9.7 the time periods prescribed shall commence. The first notification shall precede the date by which elimination is required by not less than the time periods prescribed in Section 9.7. Thereafter, notification shall be given annually in the same manner as the first notification. The City Clerk shall be required to record at the office of the county recorder any notice of termination of a nonconforming use or structure.





## SECTION 10 ADMINISTRATION

### SECTION 10.0 AMENDMENTS

#### SECTION 10.0.1 PURPOSE

The zoning map and zoning development regulations may be amended by changing the boundaries of any zone or by changing and zoning development regulation or any other provision of this Ordinance in accord with the procedure prescribed in this Section.

#### SECTION 10.0.2 INITIATION

- A. A change in the boundaries of any zone may be initiated by the owner or the authorized agent of the owner of the property by filing an application for a change in zone boundaries as prescribed in this section. If the property for which a change of zone is proposed is in more than one ownership, all the owners or their authorized agents shall join in filing the application.
- B. A change in the boundaries of any zone or a change in the regulations may be initiated by resolution of the City Council.

#### SECTION 10.0.3 APPLICATION: DATA AND MAPS TO BE FURNISHED

A property owner or his authorized agent, desiring to propose a change in the boundaries of the zone in which his property is located, may file with the Planning Services' Director an application for a change in zone boundaries on a form prescribed by the Planning Services Director and shall include the following data:

- A. Name and address of the applicant.
- B. Statement that the applicant is the owner or the authorized agent of the owner of the property for which the change in zone boundaries is proposed.
- C. Address and legal description of the property.
- D. An accurate scale drawing of the site and the surrounding area showing existing streets and property lines, and existing and proposed zone boundaries, for a distance determined by the Planning Services Director to be necessary to illustrate the relationship to and impact on the surrounding area, but not less than 300 feet or more than 600 feet from the property proposed for rezoning.
- E. Complete environmental assessment information on forms supplied by the Planning Services Director.

SECTION 10.0.3 APPLICATION: DATA AND MAPS TO BE FURNISHED (cont.)

- F. A property ownership list, listing the names, addresses, and Assessor's Parcel Number of all property owners within five hundred (500) feet of the exterior boundaries of the subject property. The list shall be obtained from the latest equalized assessment roll issued by the San Diego County Assessor.
- G. A radius map drawn on the Assessor's Parcel Maps, indicating the subject property with a five hundred (500) foot radius drawn around the property.
- H. The Planning Services Director may require additional information or maps if they are necessary to enable the Council to determine whether the change is consistent with the objectives of this Ordinance. The Planning Services Director may authorize omission of the map required by this section if it is not necessary.

SECTION 10.0.4 FEE

The application shall be accompanied by a fee established by Resolution of the City Council to cover the cost of processing the application as prescribed in this Section.

SECTION 10.0.5 PUBLIC HEARING BY CITY COUNCIL

The City Council shall hold a public hearing on each application for a change in zone boundaries or for a change of the zoning development regulations. The hearing shall be set and notice given as prescribed below:

- A. The City Clerk shall set the time and place of the public hearing, required by this Ordinance; the Council may continue the time or place of a hearing. The City Council shall hold a public hearing on a rezoning request, or an amendment within forty (40) days after the compliance with the California Environmental Quality Act, Public Resources Code Section 21000 through and including Section 21176 and amendments thereof.
- B. Notice of a public hearing shall be given not less than 10 days nor more than 30 days prior to the date of the hearing by publication in a newspaper of general circulation published in the City of Poway. When the hearing concerns a matter other than an amendment to the text of this Ordinance, notices of public hearings before the City Council shall be mailed to all persons whose names appear on the latest adopted tax roll of San Diego County as owning property within five hundred (500) feet of the exterior boundaries of the property that is the subject of the hearing.

SECTION 10.0.6 INVESTIGATION AND REPORT

The Planning Services Director shall make an investigation of the application or proposal and shall prepare a report thereon which shall be submitted to the City Council and to the applicant prior to the public hearing.

#### SECTION 10.0.7 ACTION BY THE CITY COUNCIL

The City Council shall calendar a public hearing on an application or a proposal within 40 days after compliance with the California Environmental Quality Act Sections 21000 through 21176 inclusive of the Public Resources Code.

- A. If the Council finds that the change is consistent with the objectives of this ordinance, the General Plan and development policies of the City, it shall introduce an ordinance amending the zoning map or zoning development regulations, whichever is appropriate.
- B. If the Council finds that the change is not consistent with the objectives of this Ordinance, the General Plan and development policies of the City it may deny the application, continue it for changes to be consistent, or reject the proposal.

#### SECTION 10.0.8 CITY COUNCIL ACTION FINAL - REHEARING

The City Council's action to approve or deny is final. The City Council may rehear and reconsider its action as follows:

- A. If there is new and different evidence not available at the previous hearing, the applicant, or any other interested person adversely affected by the action, may file a written request for rehearing along with such evidence, with the City Clerk.
- B. Any such request for rehearing must be filed in writing with the City Clerk within ten (10) calendar days after the action which is the subject of the request.
- C. Upon receipt of the request the City Clerk shall submit the matter to City Council, along with any staff reports or recommendations, at its next regular meeting. At that meeting the City Council may, at its discretion, either take no further action on request or set the matter for another public hearing which shall be held within 40 days after the date upon which the Council accepted request for a rehearing, unless the applicant consents to a continuance.
- D. The public hearing shall be noticed in the same manner as prescribed in Section 10.0.5.
- E. A reasonable fee may be charged for the processing of any such request.
- F. At such hearing, the Council may sustain or modify any of its actions which were the subject of the request, or may deny or reject the appeal or complaint of the applicant.



SECTION 10.0.9 GENERAL PLAN CONSISTENCY AND ALTERNATE CLASSIFICATION IN LIEU  
OF PROPOSED CLASSIFICATION

When the Council determines, following a public hearing on a change in the boundaries of any zone, that a change to a zone classification other than the proposed classification specified in the hearing notice is desirable, the Council may adopt an alternate classification to a proposed classification in accord with the following schedule:

<u>Proposed Land Use Category in Public Hearing Notice</u>	<u>Alternate Zone that may be Considered</u>
RR-A thru C	OS
RS-2	RR-A thru C, OS
RS-3	RR-A thru C, RS-2, OS
RS-4	RR-A thru C, RS-2, RS-3, OS
RS-7	RR-A thru C, RS-2, RS-3, RS-4, OS
RC	RR-A thru C, RS-2, RS-3, RS-4, RS-7, OS
RA	Any other R Zone, OS
RSC	RA, RC
CO	None
CN	None
CG	CO
CC	None
MS	MP
MP	None
MHP	RS-7, RC
OS	None
PRD	RR-A thru C, OS
PC	RR-A and existing underlying zone

In order to more properly accommodate these alternate zone classifications, the Notice of Public Hearing shall indicate the alternate classifications, if any, which City Council could consider.

SECTION 10.0.10 NEW APPLICATION

Following the denial of an application for a change in zone boundaries or a change in the zoning development regulations, an application or request for the same or substantially the same change shall not be filed within one calendar year of the date of denial.

SECTION 10.0.11 CHANGE OF ZONING MAP

A change in zone boundaries shall be indicated by listing on the zoning map the number of the Ordinance amending the map.

## SECTION 10.1 CONDITIONAL USE PERMIT REGULATIONS

### SECTION 10.1.1 PURPOSE

In order to give the use regulations the flexibility necessary to achieve the objectives of this ordinance, in certain zones conditional uses are permitted, subject to the granting of a Conditional Use Permit. Because of their unusual characteristics, conditional uses require special consideration so that they may be located properly with respect to the objectives of the zoning development regulations and with respect to their effects on surrounding properties. In order to achieve these purposes, the City Council is empowered to grant and to deny applications for use permits for such conditional uses in such zones as are prescribed in the zone regulations and to impose reasonable conditions upon the granting of Conditional Use Permits.

### SECTION 10.1.2 APPLICATION DATA AND MAPS TO BE FURNISHED

Application for a Conditional Use Permit shall be filed with the Planning Services Director on a form prescribed by the Planning Services Director and shall include the following data and maps:

- A. Name and address of the applicant.
- B. Statement that the applicant is the owner or the authorized agent of the the owner of the property on which the use is proposed to be located. This provision shall not apply to a proposed public utility right-of-way.
- C. Address and legal description of the property.
- D. Statement indicating the precise manner of compliance with each of the applicable provisions of this ordinance, together with any other data pertinent to the findings prerequisite to the granting of a use permit, prescribed, in Section 10.1.7.
- E. A list of all owners of property located within five hundred (500) feet of te exterior boundaries of the subject property; the list shall be keyed to a map showing the location of these properties.
- F. Plot plans and elevations, fully dimensioned, indicating the type and location of all buildings and structures, parking and landscape areas and signs. Elevation plans shall be of sufficient detail to indicate the type and color of materials to be employed and methods of illumination for signs. Screening, landscape and irrigation plans shall be included in the plans.
- G. The Planning Services Director may waive requirements of this section or require additional data as deemed necessary to the decision-making process.

### SECTION 10.1.3 FEE

The application shall be accompanied by a fee established by Resolution of the City Council to cover the cost of handling and processing the application as prescribed in this Section.

#### SECTION 10.1.4 PUBLIC HEARING

The City Council shall calendar a public hearing on each application for a Conditional Use Permit. The hearing shall be set and notice given as prescribed in Section 10.0.5 (Public Hearing by City Council). At the public hearing, the Council shall receive pertinent evidence concerning the proposed use and the proposed conditions under which it would be operated or maintained, particularly with respect to the findings prescribed in Section 10.1.7.

#### SECTION 10.1.5 INVESTIGATION AND REPORT

The Planning Services Director shall make an investigation of the application and shall prepare a report thereon which shall be submitted to the City Council and made available to the applicant prior to the public hearing.

#### SECTION 10.1.6 ACTION OF THE CITY COUNCIL

A. Within 21 days following the closing of the public hearing on the Conditional Use Permit application, the City Council shall act on the application. The Council may grant by Resolution a Conditional Use Permit as the permit was applied for or in modified form, or the application may be denied. A Conditional Use Permit may be revocable, may be granted for a limited time period, or may be granted subject to such conditions as the Council may prescribe. Conditions may include, but shall not be limited to:

1. Requiring special yards;
2. Open spaces;
3. Buffers;
4. Fences;
5. Walls;
6. Requiring installation and maintenance of landscaping;
7. Requiring street dedications and improvements;
8. Regulation of points of vehicular ingress and egress;
9. Regulation of traffic circulation;
10. Regulation of signs;
11. Regulation of hours of operation and methods of operations;
12. Control of potential nuisances;
13. Prescribing standards for maintenance of buildings and grounds;
14. Prescription of development schedules and development standards; and
15. Such other conditions as the Council may deem necessary to ensure compatibility of the use with surrounding developments and uses and to preserve the public health, safety, and welfare.

B. Variations from regulations prescribed elsewhere in this chapter for fences, walls, hedges, screening, and landscaping; site area, width and depth; front, rear, and side yards; coverage; height of structures; distances between structures; usable open space; signs; off-street parking facilities or frontage on a public street, shall be separately administered in accordance with the procedures in Section 10.2.0 of this ordinance. The decision of the City Council is final and effective within ten (10) calendar days unless a request for rehearing is filed in accordance with Section 10.0.8 (City Council Action Final - Rehearing).



#### SECTION 10.1.7 FINDINGS

The City Council shall make the following findings before granting or modifying a conditional use permit:

- A. That the proposed location size, design, and operating characteristics of the proposed use is in accord with the title and purpose of this Ordinance, the purpose of the zone in which the site is located, the Poway General Plan, and the development policies and standards of the City; and
- B. That the location, size, design, and operating characteristics of the proposed use will be compatible with and will not adversely affect or materially detrimental to adjacent uses, residents, buildings, structures, or natural resources.
- C. That the harmony in scale, bulk, coverage, and density is consistent with adjacent uses.
- D. That there public facilities, services, and utilities are available.
- E. That there will not be a harmful effect upon desirable neighborhood characteristics.
- F. That the generation of traffic will not adversely impact the capacity and physical character of surrounding streets and/or the Circulation Element of the General Plan.
- G. That the site is suitable for the type and intensity of use or development which is proposed.
- H. That there will not be significant harmful effects upon environmental quality and natural resources.
- I. That there are no other relevant negative impacts of the proposed use that cannot be mitigated.
- J. That the impacts, as described in 10.1.7 A through I, and the proposed location, size, design and operating characteristics of the proposed use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity nor be contrary to the adopted General Plan.
- K. That the proposed Conditional Use will comply will each of the applicable provisions of this Ordinance, except for approved variances.

#### SECTION 10.1.8 LAPSE OF CONDITIONAL USE PERMIT

- A. A Conditional Use Permit shall lapse and shall become void one year following the date on which the Use Permit was approved, unless prior to the expiration of one year:

SECTION 10.1.8 LAPSE OF CONDITIONAL USE PERMIT (cont.)

1. A building permit is issued and construction is commenced and diligently pursued toward completion on the site which was the subject of the use permit application; or
  2. A certificate of occupancy is issued for the structure which was the subject of the Use Permit application; or
  3. The site is occupied in accordance with conditional use, if no building permit or certificate of occupancy is required, or
  4. The use which was the subject of the Use Permit application is commenced, provided that a Use Permit for a public utility installation may be valid for a longer period if specified by the City Council.
- B. A Conditional Use Permit subject to lapse may be renewed for an additional period of one year, provided that prior to the expiration date, an application for renewal of the Use Permit is filed with the Director of Planning Services on the prescribed form and accompanied by the necessary data and fees.
- C. The Council may grant or deny an application for renewal of a Conditional Use Permit.
- D. If the use, business, or service for which the Conditional Use Permit was issued terminates or ceases operation for a continuous period of time in excess of one hundred and eighty (180) calendar days except for:
1. Destruction or damage by acts of God; or
  2. Destruction or damage by malicious acts; or
  3. Remodeling or rehabilitation requiring prolonged closure;

The Conditional Use Permit shall expire; the permit shall thereafter be of no further force or effect.

SECTION 10.1.9 PRE-EXISTING CONDITIONAL USES

- A. A major, minor, or conditional use legally established prior to the effective date of this Ordinance or prior to the effective date of subsequent amendments to the regulations or zone boundaries, shall be permitted to continue, provided that it is operated and maintained in accord with the conditions prescribed at the time of its establishment, if any; and provided that it meets the requirements of Section 10.1.8.
- B. Alteration or expansion of a pre-existing conditional use shall be permitted only upon the granting of a use permit as prescribed in this Section, provided that minor alterations as determined by the Director of Planning Services shall be permitted without the granting of a Conditional Use Permit.

#### SECTION 10.1.9 PRE-EXISTING CONDITIONAL USES (cont.)

- C. A Conditional Use Permit shall be required for the reconstruction of a structure housing a pre-existing conditional use if the structure is destroyed by fire or other calamity, by act of God, or by the public enemy to a greater extent than 50 percent. The extent of damage or partial destruction shall be based upon the ratio of the estimated cost of restoring the structure to its condition prior to such damage or partial destruction to the estimated cost of duplicating the entire structure as it existed prior thereto. Estimates for this purpose shall be made by or shall be reviewed and approved by the City Engineer and Building Official and shall be based on the minimum cost of construction in compliance with the Building Code.

#### SECTION 10.1.10 MODIFICATION OF CONDITIONAL USE

Section 10.1.2 through 10.1.8 shall apply to an application for modification, expansion, or other change in a conditional use, provided that minor revisions or modifications may be approved by the Planning Services Director if it is determined that the changes would not affect the findings prescribed in Section 10.1.7 (Findings).

#### SECTION 10.1.11 SUSPENSION AND REVOCATION

If in the opinion of the Director of Planning Services, a violation of any applicable provision of this Ordinance; or, if granted subject to conditions, upon failure to comply with conditions; or that, as a result of evidence now available and not available at the prior hearing when permit was granted and could not have been obtained with reasonable diligence at that hearing, the findings made, pursuant to Section 10.1.7, can no longer be made; or that the permit was obtained by fraud, a Conditional Use Permit shall be set for public hearing for possible revocation. The City Council shall hold a public hearing within 40 days, in accordance with procedure prescribed in Section 10.1.4 (Public Hearing). If the City Council is not satisfied that the regulation, general provision, or condition is being complied with, they may revoke the Conditional Use Permit or take such action as may be necessary to ensure compliance with the regulation, general provision, or condition. The decision shall become final on the date set by the City Council unless request for rehearing has been filed within the prescribed period, in which case Section 10.0.8 (City Council Action Final - Rehearing) shall apply.

#### SECTION 10.1.12 NEW APPLICATIONS

Following the denial of a Use Permit application or the revocation of a Use Permit, no application for a Use Permit for the same or substantially the same conditional use on the same or substantially the same site shall be filed within one year from the date of denial or revocation of the Use Permit.

#### SECTION 10.1.13 USE PERMIT TO RUN WITH THE LAND

A Use Permit granted pursuant to the provisions of this Section shall continue to be valid upon a change of ownership of the site, business, service, use or structure which was the subject of the Use Permit application.



## SECTION 10.2 VARIANCES

### SECTION 10.2.1 PURPOSES AND AUTHORIZATION

- A. Variances from the terms of the Zoning Ordinance shall be granted only when, because of special circumstances applicable to the property, including size, shape, topography, location or surroundings, the strict application of the Zoning Development Ordinance deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning classification. Any Variance granted shall be subject to such conditions as will assure that the deviation thereby authorized shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is situated.
- B. The power to grant Variances does not extend to use regulations. Flexibility to the zoning regulations is provided in the Conditional Uses provisions of this Ordinance.
- C. The City Council may grant Variances to the zoning development regulations prescribed by this ordinance in accord with the procedure prescribed in this section, with respect to fences, walls, hedges, screening and landscaping; width, and depth; front, rear, and side yards; coverage; height of structures; distances between structures; usable open space; signs; off-street parking facilities, or frontage on a public street.

### SECTION 10.2.2 APPLICATION: DATA AND MAPS TO BE FURNISHED

Application for a Variance shall be filed with the Planning Services Director on a form prescribed by the Planning Director and shall include the following data and maps.

- A. Name and address of the applicant.
- B. Statement that the applicant is the owner or the authorized agent of the owner of the property on which the Variance is being requested.
- C. Address and legal description of the property.
- D. Statement of the precise nature of the Variance requested and the practical difficulty or unnecessary physical hardship inconsistent with the objectives of the zoning regulations that would result from a strict or literal interpretation and enforcement of the specified regulation, together with any other data pertinent to the findings prerequisite to the granting of a Variance, prescribed in Section 10.2.7 (Findings).
- E. An accurate scale drawing of the site and any adjacent property affected, showing, when pertinent, the contours at intervals of not more than five (5) feet, and all existing and proposed locations of streets, property lines, uses, structures, driveways, pedestrian walks, off-street parking facilities, and landscaped areas.

#### SECTION 10.2.2 APPLICATION: DATA AND MAPS TO BE FURNISHED (cont.)

- F. A list of all owners of property located within five hundred (500) feet of the exterior boundaries of the subject property; the list shall be keyed to a map showing the location of these properties.
- G. The Planning Services Director may require additional information or plans, if they are necessary, to enable a determination as to whether the circumstances prescribed for the granting of a Variance exist. The Planning Services Director may authorize omission of any or all of the plans and drawings required by this section if they are not necessary.

#### SECTION 10.2.3 FEES

The application shall be accompanied by a fee established by Resolution of the City Council to cover the cost of handling and processing the application as prescribed in this Section. A single application may include requests for Variances from more than one regulation applicable to the same site, or for similar Variances on two or more adjacent sites with similar characteristics.

#### SECTION 10.2.4 PUBLIC HEARING

The City Council shall calender a public hearing on an application for a Variance. The hearing shall be set and notice given as prescribed in Section 10.0.5 (Public Hearing by City Council). At a public hearing, the Council shall review the application, statements, and drawings submitted therewith and shall receive pertinent evidence concerning the Variance, particularly with respect to the findings prescribed in Section 10.2.7 (Findings).

#### SECTION 10.2.5 INVESTIGATION AND REPORT

The Planning Director shall make an investigation of each application that is the subject of a public hearing and shall prepare a report thereon which shall be submitted to the City Council and made available to the applicant prior to the public hearing.

#### SECTION 10.2.6 ACTION OF THE CITY COUNCIL

Within 21 days following the closing of the public hearing on a Variance application, the City Council shall act on the application. The Council may grant by Resolution a Variance as was applied for or in modified form, or the application may be denied. Variance for signs may be conditioned to expire with the change of copy for the use, be reviewed on a periodic basis or be required to conform upon change of ownership, and/or shall automatically expire upon any designated period of time.

#### SECTION 10.2.7 FINDINGS

The City Council may grant a Variance to a regulation prescribed by this Ordinance with respect to fences, walls, hedges, screening, or landscaping; width, or depth; front, rear, or side yards, coverage; height of structures; usable open space, or frontage on a public street, as the Variance was applied for or in modified form, if, on the basis of the application and the evidence submitted, the Council makes findings of fact that establish that the circumstances prescribed in paragraphs A, B, C, D, E, and F below do apply.

- A. That there are special circumstances applicable to the property, (size, shape, topography, location or surroundings) or the intended use of the property, and because of this, the strict application of the Zoning Development Ordinance deprives the property of privileges enjoyed by other properties in the vicinity under identical zoning classification; and
- B. That granting the Variance or its modification is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the same vicinity and zone and denied to the property for which the Variance is sought; and
- C. That granting the Variance or its modification will not be materially detrimental to the public health, safety or welfare, or injurious to the property or improvements in such vicinity and zone in which the property is located; and
- D. The granting of this Variance does not constitute a special privilege inconsistent with the limitations upon other properties in the vicinity and zone in which such property is situated; and
- E. The granting of this Variance does not allow a use or activity which is not otherwise expressly authorized by the zoning development regulation governing the parcel of property.
- F. That granting the Variance or its modification will not be incompatible with the Poway City General Plan.

#### SECTION 10.2.8 SIGNS: ADDITIONAL FINDINGS

The City Council may grant a Variance for sign location and other similar performance standards except area and height as the Variance was applied for or in modified form, if on the basis of the application and the evidence submitted, the Council makes findings of fact that establish that the circumstances prescribed in Section 10.2.7 (Findings) apply and the following circumstances also apply.

- A. That the granting of the Variance will not detract from the attractiveness or orderliness of the City's appearance or the surrounding neighborhood.
- B. That the granting of the Variance will not create a hazard to public safety.



#### SECTION 10.2.9 PARKING: ADDITIONAL FINDINGS

The City Council may grant a Variance to a regulation prescribed by this Ordinance with respect to off-street parking facilities as the Variance was applied for or in modified form if, on the basis of the application and the evidence submitted, the Council makes findings of fact that establish that the circumstances prescribed in Section 10.2.7 (Findings) apply and the following circumstances also apply:

- A. That neither present nor anticipated future traffic volumes generated by the use of the site or the uses of sites in the vicinity reasonably require strict or literal interpretation and enforcement of the specified regulation; and
- B. That the granting of the Variance will not result in the parking or loading of vehicles on public streets in such a manner as to interfere with the free flow of traffic on the streets; and
- C. That the granting of the Variance will not create a safety hazard or and other condition inconsistent with the objectives of this Ordinance.

#### SECTION 10.2.10 EFFECTIVE DATE OF VARIANCE

A decision of the City Council on a Variance shall be effective immediately unless a request for rehearing is filed within ten (10) calendar days.

#### SECTION 10.2.11 LAPSE OF VARIANCE

- A. A Variance shall lapse and shall become void one year following the date on which the variance became effective unless prior to the expiration of one year, a building permit is issued and construction is commenced and diligently pursued toward completion on the site which was the subject of the Variance application, or a permit is issued authorizing occupancy of the site or structure which was the subject of the Variance application, or the site is occupied if no building permit or certificate of occupancy is required.
- B. A Variance may be renewed for an additional period of one year provided that prior to the expiration of one year from the date when the Variance became effective, an application for renewal of the Variance is filed with the Planning Services Director.
- C. The City Council may grant, grant conditionally, or deny an application for renewal of a Variance.

#### SECTION 10.2.12 REVOCATION

If in the opinion of the Director of Planning Services, a violation of any applicable provision of this Ordinance; or, if granted subject to conditions, upon failure to comply with conditions; or that, as a result of evidence now available and not available at the prior hearing when permit was granted and could not have been obtained with reasonable diligence at that hearing, the findings made, pursuant to Sections 10.2.7, 10.2.8 and/or 10.2.9, can no longer be made; or that the variance was obtained by fraud, the variance shall be set for public hearing for possible revocation. The City Council shall hold a public hearing within 40 days, in accordance with procedure prescribed in Section 10.2.4 (Public Hearing). If the City Council is not satisfied that the regulation, general provision, or condition is being complied with, they may revoke the variance or take such action as may be necessary to ensure compliance with the regulation, general provision, or condition. The decision shall become final on the date set by the City Council unless request for rehearing has been filed within the prescribed period, in which case Section 10.0.8 (City Council Action Final - Rehearing) shall apply.

#### SECTION 10.2.13 NEW APPLICATION

Following the denial or revocation of a Variance application, no application for the same or substantially the same Variance on the same or substantially the same site shall be filed within one year of the date of denial or revocation of the Variance.

#### SECTION 10.2.14 VARIANCE RELATED TO PLANS SUBMITTED

Unless otherwise specified at the time a Variance is granted, it shall apply only to the plans and drawings submitted as part of the application.





## SECTION 10.3 DEVELOPMENT REVIEW PROCEDURE

### SECTION 10.3.1 PURPOSE

The provisions of Section 10.3.1 through Section 10.3.12 shall be known as the Development Review Procedure.

The City of Poway finds that a development review process supports the implementation of the Poway General Plan. The City further finds that the quality of residential, commercial, industrial and public/quasi public uses has a substantial impact upon the visual appeal, environmental soundness, economic stability, and property values of the City. This Chapter is not intended to restrict imagination, innovation or variety, but rather to focus on design principles which can result in creative imaginative solutions for the project and quality design for the City. It is, therefore, the purpose of this Chapter to:

- A. Recognize the interdependence of land values and aesthetics and provide a method by which the City may implement this interdependence to its benefit.
- B. Encourage the orderly and harmonious appearance of structures and property within the City along with associated facilities, such as but not limited to signs, landscaping, parking areas, and streets.
- C. Maintain the public health, safety and general welfare, and property throughout the City.
- D. Assist private and public developments to be more cognizant of public concerns for the aesthetics of developments.
- E. Reasonably ensure that new developments, including residential, commercial, industrial, and public/quasi public developments, do not have an adverse aesthetic, health, safety or architecturally related impact upon existing adjoining properties, or the City in general.
- F. Ensure that the proposed development complies with all of the provisions of the Zoning Ordinance and the General Plan

### SECTION 10.3.2 APPLICABILITY

In order to safeguard and enhance the appearance and quality of development of the City of Poway, Development Review approval shall be required prior to the issuance of any building permit for single-family subdivision developments; single family homes (custom); multiple-family developments; mobilehome parks; commercial or industrial establishments, and public/quasi-public uses, including additions, alterations and redevelopment thereof.

### SECTION 10.3.3 PLANS AND DRAWINGS TO BE SUBMITTED

In addition to meeting all of the other requirements of the Zoning Ordinance, any applicant for a building permit for the establishment of single-family subdivision developments; single family home (custom); multiple-family developments; the establishment of commercial; industrial, public/quasi- public uses; including additions, alterations and redevelopment thereof shall submit the following plans and drawings to the Director of Planning Services for review:

- A. A site plan, drawn to scale, showing the proposed location of structures and other improvements including, where appropriate, driveways, pedestrian walks, off-street parking areas, landscaped areas, fences, and walls. The site plan shall indicate the locations of off-street parking areas including entrances and exits and the direction of traffic flow into and out of off-street parking areas.
- B. A conceptual landscape plan, drawn to scale, showing the locations of existing trees proposed to be removed or retained on the site, the location and design of landscaped areas and the varieties and sizes of plant materials to be planted therein, and other landscape features as may be necessary to illustrate the landscape concept.
- C. Architectural drawings drawn to scale, including floor plans in sufficient detail to permit computation of yard requirements and all elevations of the proposed structures as they will appear upon completion. All exterior surfacing materials and colors shall be specified.
- D. Accurate scale drawings of all signs indicating their size, material, color, and illumination, if any.
- E. Conceptual grading and drainage plans.
- F. Such other data as may be required by the Director of Planning Services to ensure that the purposes of this Section are satisfied.

### SECTION 10.3.4 REVIEW AND EVALUATION

The Director shall review and evaluate development plans submitted to him in accordance with the following guidelines:

- A. Scope. The Director shall review and evaluate development plans for conformance with the development review standards and criteria set forth in the pertinent sections of the Zoning Ordinance.
- B. Modifications Required for Approval of the Development Plan. The Director may specify modifications, changes, and additions to the development plan in his recommendation or requirements for its approval. Such recommendations may be suggested by the Director to eliminate or mitigate significant adverse environmental effects disclosed by any environmental impact report or modifications, changes and additions that are necessary to meet the purpose of this Chapter.

#### SECTION 10.3.4 REVIEW AND EVALUATION (cont.)

- C. Improvements Required for Approval of the Development Plan. The Director shall insure that all development plans provide for on- and off-site improvements which may be required to implement the purposes of this Chapter the Zoning Ordinance, the General Plan and all policies of the City Council.

#### SECTION 10.3.5 ACTION BY DIRECTOR

- A. The Director shall have the authority to approve, deny or modify applications for Minor Development Review projects as designated below:
1. Single family homes not within a tract subdivision, i.e. custom homes.
  2. Room additions or residential developments that are equal to less than 50% of the existing square footage.
  3. Remodeling, alterations or additions of commercial and industrial buildings at less than 10,000 sq. ft. or 25% of the existing square footage whichever is more restrictive.
- B. For all other Development Review approvals, the Director shall recommend approval, with conditions or disapproval of said application in a report to the City Council.

#### SECTION 10.3.6 ACTION BY THE CITY COUNCIL

Within 60 days of the date that application is deemed complete by the Director, the City Council shall approve, conditionally approve, or disapprove the application, or shall request the applicant to revise said applications. Failure of the Council to act within 60 days shall be deemed approval of the application unless the applicant shall consent to an extension of time.

#### SECTION 10.3.7 APPEAL TO CITY COUNCIL ON MINOR DEVELOPMENT REVIEW

A decision of the Director on a Minor Development Review may be appealed within 10 days to the City Council by the applicant or any other interested person, upon paying the established fee, or the Directors decision, may be appealed by a member of the City Council without fee.

#### SECTION 10.3.8 ACTION BY CITY COUNCIL ON APPEAL

At its next regular meeting following the filing of an appeal of the Director's decision on a Minor Development Review, the City Council shall approve, conditionally approve, or disapprove the plans and drawings or shall request the applicant to revise the plans and drawings. Failure of the City Council to act within 30 days from the appeal shall be deemed approval of the plans and drawings unless the applicant shall consent to an extension of time.



#### SECTION 10.3.9 CONDITIONS

Development Reviews may be approved or modified subject to the performance of such conditions, including the provision of required improvements as the Council, or the Director in the case of a Minor Development Review, shall deem to be reasonable and necessary, or advisable under the circumstances, so that the objectives of the Zoning Ordinance, General Plan and City Council policies shall be achieved. Such conditions shall be imposed and enforced as follows:

- A. Security May be Required to Ensure Performance. In order to ensure the performance of conditions imposed concurrent with the granting or modification of a development plan, the applicant may be required to furnish security in the form of money or surety bond in the amount fixed by the authority granting or modifying the development plan. Such security shall be furnished as required by local ordinance.
- B. Provision of Required Improvements. Whenever a Development Review approval is granted or modified subject to the condition that specified improvements be provided by the applicant, such improvements shall be installed by the applicant and approved and accepted by the cognizant City authority, the applicant shall execute an agreement with the cognizant City authority pursuant to local ordinance to make such improvements prior to the time or events specified in the Development Review approval.
- C. Condition Declared Void. Whenever there becomes final any judgement of a court of competent jurisdiction declaring one or more of the conditions of a Development Review approval to be void or ineffective, or enjoining or otherwise prohibiting the enforcement or operation of one or more of such conditions, said Development Review approval shall cease to be valid and all rights or privileges granted thereby shall lapse, as provided by Section 10.3.11.
- D. Violation of Condition. Whenever a Development Review is approved or modified by the approving authority subject to a condition or conditions, use or enjoyment of the Development Review approval in violation of or without observance of any such condition shall constitute a violation of the Zoning Ordinance and said Development Review approval may be revoked or modified as provided in Section 10.3.10.

#### SECTION 10.3.10 REVOCATION OR MODIFICATION OF DEVELOPMENT REVIEW APPROVAL FOR CAUSE

A Development Review approval may be revoked or modified by the approving authority for cause as provided by the provisions of this section. For purposes of this section, the modification of a Development Review approval may include the modification of the terms of the Development Review approval itself or the waiver, alteration, or imposition of new conditions pursuant to Section 10.3.9.

SECTION 10.3.10 REVOCATION OR MODIFICATION OF DEVELOPMENT REVIEW APPROVAL FOR CAUSE (cont.)

- A. Grounds for Revocation or Modification. A Development Review approval may be revoked or modified by the approving authority pursuant to the provisions of this section upon a finding of any one or more of the following grounds:
1. That such Development Review approval was obtained or extended by fraud.
  2. That one or more of the conditions upon which such Development Review approval was granted have been violated.
  3. That the use for which the Development Review approval was granted is so conducted as to be detrimental to the public health or safety, or as to be a nuisance.
  4. That construction on the subject property is not in conformance with the Development Review approval or other applicable requirements.
- B. Notification. The Director shall notify the owner of the property of his action in the same manner as specified in the Building Code for revocation of a building permit, or by written notice to the owner of the subject property as shown on the latest assessment roll or as indicated by later information available to the Director.
- C. Appeal. Revocation or modification of a Development Review approval may be appealed pursuant to Section 10.3.7.

SECTION 10.3.11 AUTOMATIC REVOCATION OF DEVELOPMENT REVIEW APPROVAL

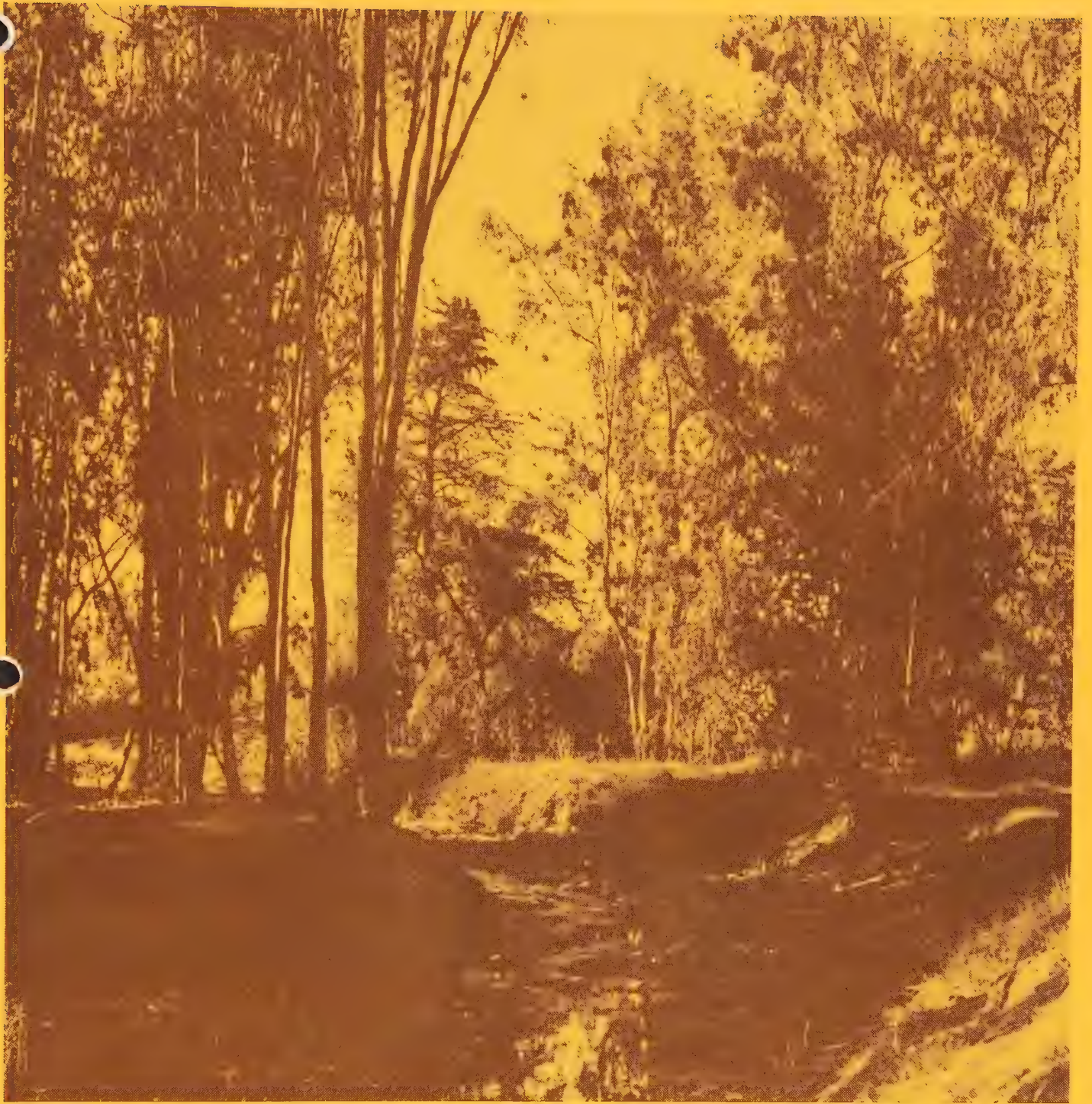
If a Development Review is approved or modified subject to one or more conditions, such Development Review approval shall cease to be valid, and all rights or privileges granted thereby shall lapse, notwithstanding any other provisions of the Zoning Ordinance to the contrary. Whenever there becomes final any judgement of a court of competent jurisdiction declaring one or more of such conditions to be void or ineffective, or enjoining or otherwise prohibiting the enforcement or operation of one or more of such conditions said Development Review approval shall also cease to be valid.

SECTION 10.3.12 EXPIRATION AND EXTENSION

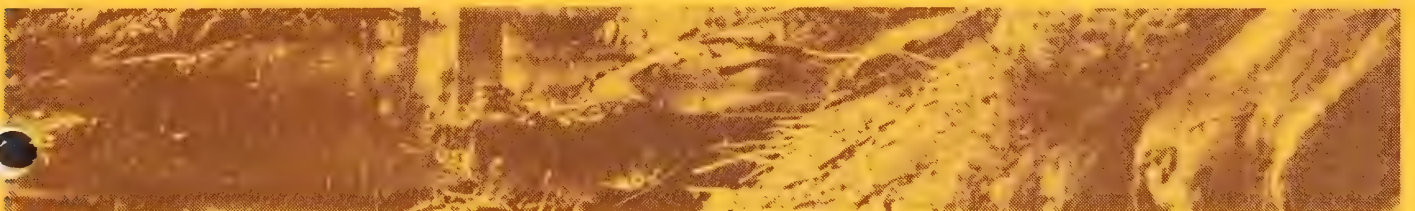
Any approval of a Development Review shall expire within one year of such approval except where construction or use of the property in reliance on such Development Review approval has commenced prior to its expiration. If construction and use of the property in reliance on a Development Review approval has not commenced within the one year period, said period may be extended by the City Council for a period not exceeding 6 months for each application up to a maximum of two years from the date of original approval.







## ENVIRONMENTAL ANALYSIS SECTION







### PART THREE: THE ENVIRONMENTAL IMPACT ANALYSIS

#### A. INTRODUCTION

Part Three of the Comprehensive Plan is comprised of an analysis of the potential significant effects that may occur as a result of plan implementation. Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15166, the Environmental Impact Report (EIR) has been included within the Comprehensive Plan. No separate EIR is required. The following section outlines how the Comprehensive Plan addresses the required issues for EIRs as defined in Article 9 of the CEQA Guidelines.

Executive Summary: An Executive Summary of the Comprehensive Plan has been prepared in a newspaper tabloid format. It is available at most City offices.

Description of Project: The project is the implementation of a new General Plan and Zoning Development Code for the City of Poway. The project is described within the Comprehensive Plan introduction and the separate introduction to the General Plan and the Zoning Development Code.

Description of Environmental Setting: Each element in the City General Plan contains a review of the existing conditions. More specific information is available in the areas of housing needs, geotechnical, seismic, noise, traffic, and biological resources through detailed studies contained in the Technical Appendix.

Environmental Impact: The provisions of the CEQA Guidelines required by Section 15126 are included in Part Three in the following sections.

Degree of Specificity: Section 15146(b) of the CEQA Guidelines states the following:

"An EIR on projects such as the adoption or amendment of a comprehensive zoning ordinance or a local general plan should focus on the secondary effects that can be expected to follow from the adoption, but the EIR need not be as detailed as an EIR on the specific construction projects that might follow."

The analysis contained herein discusses the secondary effects of the plan implementation and does not attempt to discuss project-level impacts or mitigation.

#### B. ENVIRONMENTAL ANALYSIS AND MITIGATION

##### 1. TOPOGRAPHY

###### a. Potential Impacts

The Comprehensive Plan illustrates the distribution of future land use. The construction of housing, roadways, and other forms of development could



adversely impact significant topographic features. Policies in the General Plan determine appropriate relationships between different intensities of land use and slope to avoid substantial topographical alteration.

## B. Mitigation Measures

Potential adverse impacts to topography in the City are mitigated by the policies of the General Plan through several methods. First, the distribution of land uses on the Land Use Plan is based upon a scenario that restricts commercial, manufacturing, public, and quasi-public uses to 0-10 percent slope. Urban residential uses (greater than 2 DU/AC) are restricted to 0-15 percent slope. Rural residential land uses (1 acre minimum lots or greater) generally occur between 15-25 percent slope. Slopes greater than 25 percent are restricted from intensive development. No credit for density is given for slopes over 45 percent.

Second, the Land Resources Conservation Element includes policies to protect significant hillsides and ridgelines from development. Third, the Open Space Element designates the mountainous areas of the City and significant hillsides and ridgelines as valuable open space resources and includes policies to protect their integrity.

## 2. GEOLOGY

### a. Potential Impacts

The Geologic Hazards Element discusses in detail the potential geologic impacts in the City. Although several potential hazards exist, landslides have the greatest potential to do extensive damage. The Geotechnical Interpretive Mapping System (GIMS) developed for the City of Poway by Leighton and Associates delineates areas where potential impacts may occur without adequate mitigation.

### b. Mitigation Measures

The policies of the Geologic Hazards Element mitigate geologic hazards through reliance upon the GIMS to delineate general areas of concern. The policies further state that where a potential hazard exists, a detailed geotechnical investigation should be undertaken by a qualified engineer. Also, known or suspected landslides should be avoided and, if necessary, left as permanent open space.

## 3. SEISMICITY

### a. Potential Impacts

The Seismic Hazards Element discusses the potential impacts of a seismic event on the City. To summarize its findings, Poway is free from faulting and is remarkably free from other seismic hazards despite relatively high earthquake activity along the major fault systems of Southern California. The City can expect little or no damage from seismic activity.

b. Mitigation Measures

Mitigation for potential seismic hazards was developed for the City by Leighton and Associates as an extension of the GIMS system. The GIMS Seismic Matrix evaluates potential seismic hazards in relation to various geotechnical hazards. It also includes a guide for types of construction based upon different hazard levels. Policies of the Seismic Hazard Element require evaluation of the GIMS Seismic Matrix when reviewing future land uses and development projects.

4. SOILS

a. Potential Impacts

Future development in the City could have a potential impact on soils in the City. Various soil-related problems exist in the City. Particularly, there is concern with shrink-swell behavior, septic tank effluent disposal, run-off potential and permeability, and soil erosion by water. Without proper soil management techniques the soil resources of the City could be adversely impacted.

b. Mitigation Measures

Objective 1 and policies 1.a through 1.j of the Land Resources Conservation Element establish proper soil management to mitigate potential soil impacts. The policies require detailed soils studies in soils types which have adverse shrink-swell behavior or high erosion potential. The use of septic tanks for individual on-site sewage disposal is limited to parcels greater than one acre in size for new developments and one-half for existing lots not in close proximity to a city sewer line.

5. GROUNDWATER RESOURCES

a. Potential Impacts

Prior to the formation of the Poway Municipal Water District, (PMWD) residents in Poway depended solely upon well-water pumped from local groundwater resources. Since PMWD was formed and the subsequent City incorporation, most residents have been served by an imported community water system, thus reducing the long-term impact on groundwater resources. Housing and agriculture in outlying areas, particularly along Old Coach Road, still use wells for water supply. Some of these wells experience substantial reduction during the summer months or during long periods of drought.

b. Mitigation Measures

Policies within the Water Resources Conservation Element will mitigate potential adverse impacts on groundwater resources through the City's Groundwater Policy (City Council Resolution No. 294, adopted August 24,

1982). Also, the minimum lot sizes of the 1A land use category and RR-A zoning category differentiate between city water served and non-city water served areas requiring a minimum 20 acre parcel in the latter areas.

## 6. SURFACE WATERS AND FLOODING

### a. Potential Impacts

Surface waters in Poway are both a valuable community resource and a community hazard. While the natural creeks and channels are a significant element in what comprises Poway's rural character they also create an annual hazard to property and lives. Mitigation is necessary which balances the need to retain the community resources but also lessen the damage caused by flooding.

### b. Mitigation Measures

The Open Space Element designates the natural creeks and channels as a significant open space resource to be conserved and protected. The General Plan policies stress the need to retain the natural creeks and channels as the primary flood control and drainage system. This can be accomplished through the policies set forth in the Flood Hazards Element.

The Flood Hazards Element sets forth a two-phase approach to reducing flood damage and retaining the natural beauty of the creeks and channels. First, a short-term program of flood management whereby most flooding areas are designated 1C and RR-C on the Land Use Plan and Zoning Development Code, respectively. This will reduce the amount of potential damage from new development in the floodplain. Also, flood management policies require certification from a qualified engineer that any new development in the floodplain is outside of the floodplain (one foot above if necessary) and will not create additional adverse impacts on upstream or downstream flow.

Second, the City has adopted a long-term program of detention basin construction on the headwaters of major drainage areas, particularly Poway Creek and Rattlesnake Creek, to reduce the floodplain area to the width of the existing floodway or less. This will mitigate flood hazards affecting existing and future development.

## 7. BIOLOGICAL RESOURCES

As part of the preparation of the Comprehensive Plan, the City contracted with Harold A. Wier, Biological Consultants, to prepare a General Biological Survey of the City of Poway, California. This study represents a comprehensive review and analysis of the biological resources of the City.

### a. Potential Impacts

Development of existing open lands would potentially impact biological resources in the City if allowed to occur without proper mitigation. Large



amounts of natural vegetation, wildlife, and rare or endangered species of either could be removed or displaced.

b. Mitigation Measures

The Comprehensive Plan mitigates the potential impacts on the biological resources of the City in two ways. First, the land use distribution scenario in the plan protects open space areas of the City, approximately 75 percent of the City area or roughly 17,850 acres, through policies which encourage in-fill and require rural lots (20 to 40 acres in most areas) Because most of the natural vegetative and wildlife exist in the open space areas at this time, the impact on them as a result of these policies will be minimal.

Second, the Plant and Animal Resource Conservation Element addresses specific areas of concern and includes policies for biological resource protection. The policies of this element protect significant tree stands, limit encroachment into oak woodlands and riparian areas, regulate tree poaching, regulate the removal of vegetation in rural residential areas, and encourage revegetation in urban areas. Wildlife protection policies regulate the disturbance of habitat and prohibit hunting.

8. AIR QUALITY

a. Potential Impacts

The population, employment, and manufacturing growth accommodated within the Comprehensive Plan will result in increased air pollutant emissions beyond the existing conditions. Emissions will be principally from increased automobile usage.

b. Mitigation Measures

The Air Quality Element addresses the reduction of air pollutant emissions in three areas. First, policies address the need for land use measures that will encourage reduced automobile driving through neighborhood centers and concentration of multiple family housing near the commercial core. Second, transportation planning measures encourage the construction of park-and-ride facilities, use of transit, and the use of bikeways and trails. The final section addresses energy use reduction through passive energy development.

9. SCENIC RESOURCES

a. Potential Impacts

Future growth could reduce the amount of open space and change the rural character of the community without the recognition of scenic resources and provisions for their long-term protection. This would include changes to scenic areas within the developed and undeveloped areas of the City that would include the elimination of open space, the blocking of views and vistas, and the reduction of vegetation and wildlife.

b. Mitigation Measures

The elements of the Community Character and Resource Management Chapters identify and protect the City's rural character and scenic resources. Particularly, the Community Design Element, Scenic Roadways Element, and Open Space Element establish the importance of scenic resources in maintaining Poway's rural character. Each element contains several policies to protect and manage the scenic resources of the City.

10. HISTORIC RESOURCES

a. Potential Impacts

The Poway Historical Society has identified several historical buildings and sites within the City. Also, Poway has been identified as an area with several prehistoric sites and other archaeological areas. Without adequate mitigation some of these sites could be damaged or destroyed by new development or neglect.

b. Mitigation Measures

The City has included an Archaeological, Cultural, and Historical Preservation Element in the City General Plan to identify, protect, and enhance the historic resources of Poway. The element addresses the need to perform a thorough survey of potential sites and evaluate their value to the City, register applicable buildings and sites, encourage upkeep and rehabilitation through the usage of alternative building code requirements, and the usage of taxation incentives for preservation. The element also expresses the need for the City's land use, circulation, and community design policies to take historic preservation into consideration. The final area of consideration in the element includes provisions for archaeological site protection. The Archaeological Sensitivity Map illustrates open space areas which have a low, medium, and high sensitivity for prehistoric sites. Depending upon the location and parcel size, surveys performed by qualified archaeologists should be required on development projects to ascertain if a site exists.

11. POPULATION/SOCIO-ECONOMIC CHARACTERISTICS

a. Potential Impacts

The existing Poway Plan (adopted by the County and then by the City shortly after incorporation) included an ultimate City population figure of 52,000. The Comprehensive Plan estimates that at "built-out" the City could accommodate 15,908 dwelling units. The Plan utilizes dwelling units versus a population threshold to measure City growth because it directly relates to the ability of the City and other government agencies to provide services. The calculation of capacities for water, sewer, schools, roadways, and other services are based upon dwelling unit factors, or equivalent dwelling units for commercial and industrial land uses, and not population. Population



varies significantly depending upon persons per dwelling unit and the number of dwelling unit vacancies. It is estimated that the population buildout of the City is between 41,360 (using 2.6 persons per household and a 4 percent vacancy rate) and 55,678 (using 3.5 persons per household and a 4 percent vacancy rate).

The increase in overall dwelling units (from 10,789 in 1982 to 15,908 at buildout) could impact the ability of the City and other governmental agencies to provide a consistent level of quality services. Also, increased dwelling units could also have an impact on the City's desire to maintain a rural character without adequate mitigation.

b. Mitigation Measures

The Needs Assessment Study performed for the City by Phelps Company and Van Dell and Associates identifies the existing characteristics of Poway's population, housing, and employment.

Several other elements of the General Plan also address the potential impacts of growth. Specifically, sections regarding public services such as roadways, water, sewer, and schools state that new development should not be approved beyond the ability of the City or other public agencies to provide a consistent level of service at or below capacity. Also several elements of the Plan include policies to retain Poway's rural character through open space preservation and community design guidelines.

12. LAND USE AND ZONING

a. Potential Impacts

The Comprehensive Plan designates land uses and building intensities through both the Land Use Element and Zoning Development Code. Without proper mitigation, future development could potentially impact the existing distribution of land use in the City. Also, land use incompatibilities could arise without proper guidelines to separate such incompatible land uses.

b. Mitigation Measures

The Comprehensive Plan is designed to clarify the land use policies and zoning regulations of the City. Therefore property owners, residents, and business people will have a clearer understanding of future land uses and the methods of implementing land use through zoning regulations.

The Land Use Element of the City General Plan includes policy guidelines for ensuring that the basic pattern of land use will be retained. This will be accomplished through encouraging in-fill development and discouraging the conversion of open space not directly adjacent to the existing development areas. The element also includes a Land Use Compatibility Matrix which provides guidelines for ensuring that contiguous land uses are compatible.



### 13. CIRCULATION AND TRANSPORTATION

As part of the preparation of the Comprehensive Plan, the City contracted with Berryman and Stephenson, Inc. to prepare a Citywide Traffic Analysis. This study represents a comprehensive review of the existing and future traffic conditions in Poway. This report has been reprinted in the following pages to illustrate potential traffic impacts and mitigation measures. A summary of the impacts and mitigation follow the report.

#### a. Potential Impacts

The Citywide Traffic Study analyzes the potential impacts of future growth on the existing and planned roadway system. Currently the roadway system operates beyond level "C" capacity on Poway Road, Garden Road, Midland Road, and Espola Road. The ultimate buildout of the Land Use Plan will continue to impact various existing segments of the roadway system and will require the improvement of new roadway segments to facilitate traffic flow. The traffic study also illustrates potential buildout impacts on a future circulation system that includes the addition of an extension of Midland Road from Twin Peaks Road to Espola Road and an extension of Twin Peaks Road from Pomerado Road to Midland Road. The study found that at buildout the amount of traffic on Aubrey Road, Poway Road, and Twin Peaks Road will be greater than capacity. However, most of the traffic volumes to capacity ratios illustrated are less than the existing conditions, particularly along Poway Road.

The traffic study goes on to suggest several new roadways to accommodate all city traffic below capacity except for two short segments. At buildout of both the Land Use and Circulation Plans the community roadway system will operate below capacity except along Aubrey Road between Community Road and Twin Peaks Road and Twin Peaks Road between Community Road and Midland Road. The ability of the system to operate below capacity is principally based upon the construction of a South Poway Arterial System. The South Poway system would be designed to facilitate both local traffic that might occur as a result of new development along its corridor and regional traffic that must now utilize Poway Road. The South Poway Arterial System can also be designed to accomodate regional traffic resulting from an extension of Route 125 northward from El Cajon and Santee. Routes 125 and 56 were deleted from the City's existing Circulation Plan in 1981. The Citywide Traffic Study illustrates that the development of a South Poway Arterial System is consistent with regional transportation systems including the future development of Route 125 and Route 56 between Interstate 8 and Interstate 15.

Another important traffic factor brought out in the study is in regard to Garden Road. The traffic study illustrates that the traffic will be reduced by the extension of Sycamore Canyon Road from the South Poway Arterial to the Poway Road and Espola Road intersection. The amount of the reduction is from 12,000 trips per day (1982) to 5,200 (build-out).

#### b. Mitigation Measures

Several mitigation measures were delineated in the Citywide Traffic Study and have been discussed previously in conjunction with the potential impacts section. Policies of the Circulation Element address other areas of concern and include additional policies as mitigation measures. Particular areas include policies that address the need to balance land use and circulation and that no land use should be approved that will overburden an existing roadway. Policies in the plan address proper road widths based upon the type of land use planned (urban versus rural). Other policies stress the need to regulate access points to arterials, the need to incorporate state-of-the-art transportation systems management techniques, encourage transit, encourage pedestrian travel, participate in regional transportation planning, and protect the integrity of neighborhood circulation patterns against nonlocal traffic. A policy is included in the plan which requires the blocking off of Aubrey between Community Road and Twin Peaks Road to mitigate one of the potential impacts found in the traffic study. Traffic along Twin Peaks Road between Community Road and Midland Road cannot be adequately mitigated based upon planned widths. Finally, policies in the plan address the methods of financing future improvements.

#### 14. NOISE

As part of the preparation of the Comprehensive Plan, the City contracted with Endo Engineering, Noise Consultants, to prepare a General Noise Analysis of the City. This study represents a comprehensive review of existing and future noise levels. The following section summarizes the reports findings.

##### a. Potential Impacts

Adverse noise conditions that exist in the City and will be increased by future growth are principally traffic generated. Several residential areas and other public facilities are impacted by adverse noise levels. Overflight noise from commercial or military aircraft does not create a significant effect on the City. Also, no railroad lines cross the City and noise from industry is highly localized and not considered an adverse impact.

##### b. Mitigation Measures

The Noise Element includes information illustrating the limits of current and future adverse noise levels. The Noise Element establishes acceptable outdoor noise levels for single family residential (60 dBA CNEL), and multiple family residential (65 dBA CNEL) and an indoor level of 45 dBA CNEL. The recognition of the location of future noise levels principally along arterial roadways in the design of future development will mitigate adverse noise levels. Policies in the plan address acceptable design methods of reducing noise such as setbacks, clustering, architectural design and orientation, and window placement and construction. The policies state

that the use of a berm and block wall should only be used when other techniques fail to reduce adverse levels or will significantly increase the cost of construction beyond a reasonable level.

## 15. PARKS AND RECREATION

### a. Potential Impacts

The Parks and Recreation Element of the Comprehensive Plan was previously adopted by the City Council. The element establishes standards for park development, examines the recreational needs of the community, and delineates the location and service area of existing and future parks. The element illustrates that the recreational needs of the community can be met by existing and planned public and private facilities and, therefore, no impacts exist.

### b. Mitigation Measures

The Parks and Recreation Element establishes standards for park and recreation planing consistent with existing and future needs. It also includes provisions for funding the development of park facilities.

## 16. SCHOOLS

### a. Potential Impacts

The majority of Poway school-age children will attend schools within the Poway Unified School District. A small portion of the northern areas of the City along Highland Valley Road is within the San Pasqual Elementary and Escondido Union High School Districts. The impact on the latter two districts is considered negligible and not adverse because of the very low densities proposed (primarily 20 and 40 acres parcels). However, the Draft Plan will impact some of the Poway Unified School District's schools, particularly Poway High School. The following table delineates the individual school capacity versus enrollment for each school serving the City of Poway. Those schools which also serve areas outside of the City of Poway are noted with an asterisk (\*).



<u>SCHOOL</u>	<u>CAPACITY</u> <sup>1</sup>	<u>PROJECTED ENROLLMENT</u> <sup>2</sup>	<u>DIFFERENTIAL</u> <sup>3</sup>
Chaparral Elementary*	670	340	-330
Garden Road Elementary	533	758	+225
Midland Elementary	591	535	- 56
Painted Rock Elementary*	620	410	-210
Pomerado Elementary*	635	976	+341
Tierra Bonita Elementary	721	797	+ 76
Valley Elementary	679	478	-201
Meadowbrook Middle*	878	705	-173
Twin Peaks Middle	1,013	1,221	+208
Poway High*	2,200	3,309	+1,109

1. Capacity figures from PUSD for 1982-83.
2. Projected enrollment based upon figures from PUSD multiplied by net acreage figures for the Land Use Plan.
3. Differential denotes where capacity is larger than enrollment (-) or where enrollment is larger than capacity (+).

To summarize the table, the greatest amount of impact is in regard to high school students. Poway High School operates beyond capacity; additional growth in Poway will only increase the impact without adequate mitigation. In regard to the middle schools, projected enrollment for Meadowbrook is delineated as 173 less than capacity while Twin Peaks is projected to be over capacity by 208 students.

The range of capacity versus projected enrollment varies greatly within the elementary schools. Whereas, Pomerado Elementary's projected enrollment is well over the capacity (341 students above), Chaparral is well below (330 students). Overall, the capacity of the elementary schools serving Poway is 4,499 while the projected enrollment is 4,296.

The additional element involved in the analysis is the amount of existing and planned development in the City of San Diego which PUSD also serves. Extensive development in San Diego could severely impact PUSD schools which serve both cities without proper mitigation.

The final area of potential impact is in regard to higher education. Although the anticipated growth will create additional students for community college and university level education the impact is not considered to be adverse or significant.

#### b. Mitigation Measures

The Public Facilities Element of the General Plan includes a section addressing educational facilities. The policies address the need for the City and PUSD to coordinate the review of future development proposals and the collection of fees for school facilities.

Other mitigation measures that could be implemented by PUSD include the redrawing of school enrollment areas consistent with Poway's future growth. PUSD is currently preparing a Master Plan that could accomplish this if appropriate. In regard to the impacts associated with Poway High School, it appears obvious that PUSD needs another high school (both Poway High and Mt. Carmel in Rancho Penasquitos are over capacity) to serve future development in both Poway and San Diego. A site has been dedicated outside of Poway's western boundary within the Bernardo Heights planned community. The long-term problem exists of financing the facility which will also include an additional middle school.

## 17. LIBRARY SERVICES

### a. Potential Impacts

Library services are provided through the County of San Diego Library System at a branch library located in the Lively Center on Poway Road near Community Road. It is not anticipated that the growth assumed in the Comprehensive Plan will adversely affect the current level of service.

### b. Mitigation Measures

Policies in the Library Services portion of the Public Facilities Element state that the City shall support the continuation of library services as a necessary community service.

## 18. LAW ENFORCEMENT

### a. Potential Impacts

Growth in the community could potentially impact the existing high level of service provided to the residents of Poway by the County of San Diego Sheriff's Department under contract. The growth anticipated would result in the need for an additional 24-hour patrol unit at buildout.

### b. Mitigation Measures

The Law Enforcement Services Element of the General Plan includes policy statements to the effect that the current high level of service shall be continued and the City shall make the funding available when necessary. The element also includes policies to implement programs such as Neighborhood Watch and incorporate security design and construction measures such as proper lighting, dead-bolt locks, and window and door placement that will diminish the opportunity for criminal activity.

## 19. EMERGENCY SERVICES

### a. Potential Impacts

Growth anticipated by the Comprehensive Plan could potentially impact the ability of the City of Poway Fire Department to continue its present high level of fire protection and paramedic service. Currently, all of the developed areas of the City, existing and planned, are within a five minute response time from Stations 1 (Civic Center Drive and Community Road) and 2 (Espola Road and Old Coach Road). Probably the greatest burden placed upon the City in regard to future ability to serve are the mutual aid agreements with the City of San Diego, County of San Diego, and the California Division of Forestry. The City should monitor the growth in mutual aid calls versus City of Poway calls to ensure that the City can always continue to have a high level of service.

### b. Mitigation Measures

The policies of the Emergency Services Element stress the need for hazard prevention through weed abatement programs, fire breaks in outlying areas, tree trimming, and land management programs to reduce fuel build-up. The policies address the level of acceptable risk that should be associated with different types of occupancy loads and requires mitigation such as sprinklers where necessary. Other policies commit the City to continue its obligations in the mutual aid program, and establish methods of financing future fire protection improvements.

## 19. PUBLIC UTILITIES

### Water Service

#### a. Potential Impacts

The developed areas of the City are served by City of Poway water service. The Housing Needs Assessment found that the City's capacity to treat and transmit water will serve a population of approximately 50,300 (p. 8). This figure is within the population range of growth anticipated in the Comprehensive Plan.

Development in the outlying areas of the City would generally be served by individual wells. One area along Old Coach Road has experienced periodic drying-up problems and recent surveys have found that the groundwater table in the Old Coach area has dropped significantly. Without adequate mitigation, rural development including agriculture could significantly deplete groundwater in Poway and have a significant impact on existing and future rural area residents.



## b. Mitigation Measures

Several elements of the General Plan include policies in regard to water use and service. The Land Use Element states that the number of dwelling units built in the City shall be limited to those that can be adequately served by public facilities (Policy 4.a). The Public Facilities Element states that the City should maintain a consistent level of water service through minimizing the impacts of new land use changes on the system through the use of water conservation measures, limits on water line extensions to one-quarter mile, and developer-financed construction (Objective 5.) Finally, the Water Resource Conservation Element discusses the need to preserve and protect groundwater areas through the City's Groundwater Policy (City Council Resolution No. 294) and larger lots (20 to 40 acre minimums) in areas without City water service (see Land Use Element Policies 6.a and 6.c). The element also includes methods of water conservation to be incorporated into new developments such as low-volume fixtures, water-conserving appliances, use of drought-tolerant plant species, grey water systems, and plumbing for dual on-site water distribution of reclaimed water.

### Sewer Service

#### a. Potential Impacts

The growth anticipated in the Comprehensive Plan is greater than the sewage treatment available to the City in the Metro Treatment Plant (Point Loma Plant). Therefore, without adequate mitigation the ability of the City to adequately collect and treat wastewater will be impacted.

#### b. Mitigation Measures

As stated in reference to water service in the previous section, the Land Use Element contains policies limiting growth in the City to what can be adequately served. Therefore, if the capacity available to the City were fully utilized no growth could occur until more capacity became available. The City is in the process of increasing the sewage treatment capacity through two methods. First, the City Council has authorized the purchase of additional capacity in the Metro Treatment Facility. Second, the City maintains its own sewage treatment facility along Penasquitos Creek approximately 1.5 miles west of the City limits. This facility could be reactivated and increase capacity if it was necessary and financially feasible to do so.

### Solid Waste

#### a. Potential Impacts

The growth anticipated in the Comprehensive Plan will increase the amount of solid waste generated by City residents and businesses. The City does not operate a landfill facility, but utilizes landfills owned and operated by

either the City or County of San Diego. Solid waste is collected by private contractors.

b. Mitigation Measures

The Public Facilities Element includes a section addressing solid waste facilities. The policies encourage the location of a transfer station within the City to reduce illegal dumping and reduce costs of transport by individuals, the use of recycling to reduce the amount of solid waste, and the support of regional efforts to locate new landfills.

Energy

a. Potential Impacts

Energy consumption will increase as a result of new growth in all sectors of the City. It is anticipated that the residential sector will place the greatest demand on nonrenewable energy resources such as electricity, natural gas, and gasoline.

b. Mitigation Measures

The City has included an Energy Conservation Element within the Comprehensive Plan as an optional element to reduce energy use through conservation measures. The element includes an assessment of current and future energy usage, energy use strategies, energy efficiency in land use and circulation, energy awareness by the public, and the utilization of local energy resources.

Medical Services

a. Potential Impact

The growth anticipated in the Comprehensive Plan will increase the demand upon medical services by the community. Medical services are provided for principally by Pomerado Hospital which is operated by the Northern San Diego County Hospital District. Military personnel who live in the City will utilize military medical facilities primarily and other City residents will utilize prepaid health plans such as Kaiser Permanente.

b. Mitigation Measures

The General Plan includes a Medical Services Element to address the need to maintain a consistent high level of medical services. The policies stress the need to have on-going coordination between the City and the Northern San Diego County Hospital District through an exchange of growth monitoring and development review information.

## Telephone, Cable Television, Electricity, and Natural Gas Service

### a. Potential Impacts

Telephone service is provided in Poway by Pacific Telephone. Cable television is provided by both Cox Cable and Signal Master. San Diego Gas and Electric Company provides both the electricity and natural gas service. No adverse impacts are anticipated.

### b. Mitigation Measures

None necessary.

## C. UNAVOIDABLE SIGNIFICANT ADVERSE ENVIRONMENTAL EFFECTS

The purpose of the Comprehensive Plan is to manage growth to the extent that no significant adverse environmental effects occur as a result of its implementation. In the overwhelming majority of cases this is true. Four areas however cannot be fully mitigated by the policies and regulations included in the Plan. They are discussed in the following.

### 1. Land Use

The growth anticipated by the Comprehensive Plan will convert undeveloped areas of the City to some form of development, principally residential. However, this is offset by the objectives of the Plan that encourage in-fill development and discourage development outside of the existing developed area. Therefore, the impact on the community's desire to retain open space and a rural character is significantly reduced.

### 2. Air Quality

The growth anticipated by the Comprehensive Plan will contribute more air pollutants than are being contributed today. The Plan has several sections which reduce the amount of pollutants generated to the least feasible including an Air Quality Element, but it is impossible to mitigate the problem entirely. It is noted that the City of Poway's contribution to increased air pollutants on a regional scale is a small fraction of the overall increase anticipated.

### 3. Water Quality

Additional growth will also contribute more water pollutants than exist today to the local surface and groundwaters. These would be principally from increased refuse and automobile fluids being washed from City roadways into the local surface or groundwater system. Although the City's street sweeping mitigates the impact to a certain extent, it cannot fully mitigate the problem.



#### 4. Traffic

Two road segments will be required to operate beyond design capacity at build-out. These are (1) Twin Peaks Road between Community Road and Midland Road and (2) Espola Road between Old Coach Road and Twin Peak Road. A statement of overriding consideration was adopted by the City as it was determined that the need to retain these roads at the levels anticipated was greater than the need to expand them and impact existing homesite and the rural character of the area.

#### D. ALTERNATIVES TO THE PROPOSED ACTION

##### 1. No Project Alternative

The No Project Alternative would be the continued use of the present four element General Plan (Land Use, Parks and Recreation, Trails, and Bikeways), the County of San Diego Zoning Ordinance, and adopted City Council policies or resolutions. To a certain extent this alternative would result in similar implementation as will exist in the Comprehensive Plan because the Plan embodies the adopted City Council policies and resolutions. However, the Comprehensive Plan creates a single source document for community planning in Poway that is substantially more clear than existing documents.

The No Project Alternative is considered infeasible because the City is required by state law to adopt a General Plan with nine mandatory elements and a consistent zoning ordinance.

##### 2. Greater Urban Density Alternative

The Comprehensive Plan proposes a land use pattern that is low or rural density overall. An alternative would be to increase densities overall to allow extensive urban development and result in a substantially higher population than intended. While this alternative would create a much greater opportunity for affordable housing, jobs, and commercial business overall, it would require a significant change to both the existing developed area of the City and from the community desire to retain a rural character. Because the Poway valley is nearly built out, urban development would require extensive redevelopment. It would require an expanded circulation system that would need a limited access expressway such as Route 56 or Route 125 to facilitate crosstown traffic. Also, it would allow urban development in outlying areas that are now preserved in very low density rural uses.

This alternative would create substantially more environmental impact than portrayed in the Environmental Analysis section. The existing water, sewer, school, and roadways system would require substantial upgrading at a tremendous cost to the community. Flooding areas would have to be channelized in concrete flood control devices or placed underground. Adverse environmental impacts would occur in all areas of the natural setting of Poway.

This alternative is rejected because it is infeasible based upon the existing development and economics of today. Significant redevelopment and displacement would occur at a tremendous economic cost to the community. The Poway Valley is not suited both service-wise and environmentally for extensive urban development.

### 3. Reduced Growth Alternative

The Comprehensive Plan proposes a dwelling unit increase of approximately 32 percent from 1982 (10,789) to buildout (15,908). The Land Use Plan Summary also projects a low dwelling unit yield at buildout of 13,621 (a 20 percent increase). The reduced growth alternative would result in less of an impact on public services and facilities and the natural environment and would be consistent with the community's desire to retain a rural character. However, the reduced growth alternative would substantially reduce the ability of the City to encourage affordable housing and reduce the long-term commercial viability of the City's businesses.

This alternative was rejected because it would artificially inflate the cost of housing in Poway through the exclusion of higher densities (i.e. 20 dwelling units per acre apartment rental) and would create an economic scenario not conducive to the existing community business environment.

### E. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The Comprehensive Plan combines both short-term planning in zoning and long-term productivity, maintenance, and enhancement in the City General Plan. Therefore, the Comprehensive Plan is designed to achieve a reasonable balance between what can be done today and what should be reserved for the future. Particularly, the policies of the Plan preserve Poway's rural character over the urbanization that is continuing to occur in most California cities. The Comprehensive Plan is a growth management scenario that emphasizes long-term productivity over short-term gains or uses.

### F. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

The Comprehensive Plan in and of itself does not commit resources. The secondary effects of the Plan such as the growth anticipated will commit undeveloped land to development, nonrenewable energy resources to use, and the City to a definite course of action consistent with the Plan. However, the Comprehensive Plan achieves a balance based upon expressed community values between what will be lost and what will be preserved or enhanced. The Plan will preserve Poway's rural character even though some development will occur. The overwhelming majority of the outlying open space that exists today will be preserved while open space within the developed areas that does not have adverse slopes will be developed. In this manner, the Plan proposes a long-term community planning scenario that is consistent with the goals of the City.

G. GROWTH INDUCING EFFECTS

The Comprehensive Plan anticipates a 32 percent increase in the number of dwelling units between 1982 (10,789) and buildout (15,908). The Plan has reduced the overall amount of commercially zoned land, but will probably increase commercial activity as a result of the planning effort undertaken (i.e. Comprehensive Plan process creates short-term interest in development after adoption). Also, the additions to the Circulation Plan of the City, particularly the South Poway Arterial System, will encourage greater traffic movement and therefore more growth inducement.

However, the growth anticipated in the Plan is consistent with the community goals and is mitigated by the policies regulations included in the Plan. Therefore, the growth induced by the Plan is considered to be healthy for the long-term viability of Poway as a community.









# LAND USE and CIRCULATION PLAN

LAND USE PLAN	
RESIDENTIAL RURAL A(1DU/4,8, 20 OR 40 NET AC) <sup>1</sup>	1A
RESIDENTIAL RURAL B(1DU/2, 4, OR 8 NET AC) <sup>1</sup>	1B
RESIDENTIAL RURAL C(1DU/1, 2, OR 4 NET AC) <sup>1</sup>	1C
RESIDENTIAL SINGLE FAMILY 2(1-2 DU/NET AC)	2
RESIDENTIAL SINGLE FAMILY 3(2-3 DU/NET AC)	3
RESIDENTIAL SINGLE FAMILY 4(3-4 DU/NET AC)	4
RESIDENTIAL SINGLE FAMILY 5 (4-7 DU/NET AC)	5
RESIDENTIAL PLANNED DEVELOPMENT RPD <sup>2</sup>	6
RESIDENTIAL MOBILEHOME (8 DU/NET AC)	7
RESIDENTIAL CONDOMINIUM (7-12 DU/NET AC)	8
RESIDENTIAL APARTMENT (12-20 DU/NET AC)	9
RESIDENTIAL SENIOR CITIZEN (12 - 20 DU/NET AC) <sup>3</sup>	10

COMMERCIAL OFFICE	11
COMMERCIAL NEIGHBORHOOD	12
COMMERCIAL GENERAL	13
COMMERCIAL COMMUNITY	14

MANUFACTURING SERVICE	15
MANUFACTURING PARK	16

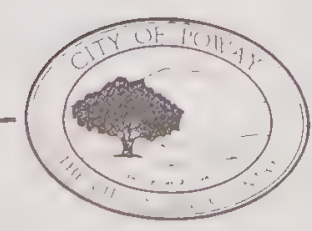
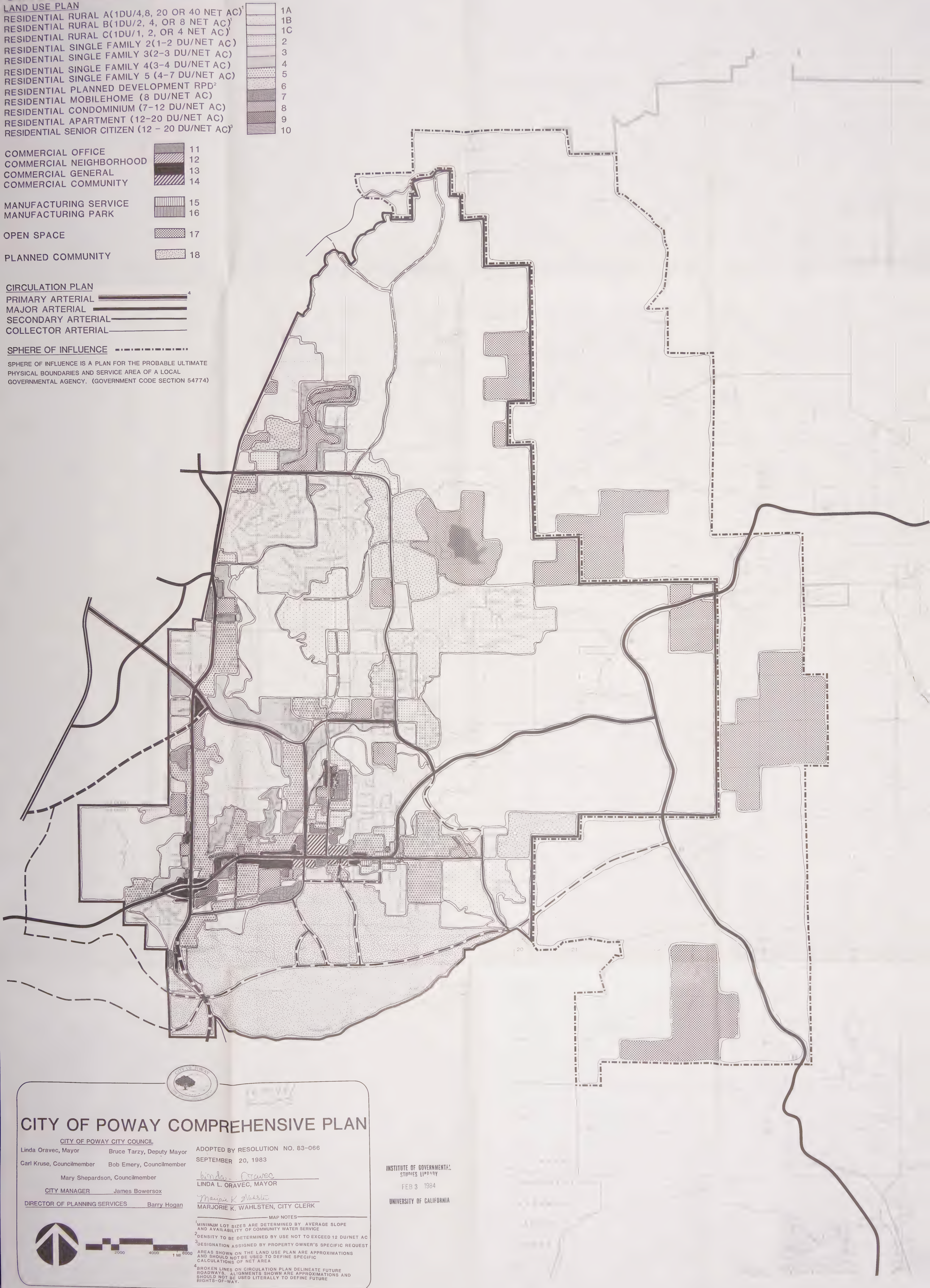
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PLANNED COMMUNITY	18
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CIRCULATION PLAN	
PRIMARY ARTERIAL	4
MAJOR ARTERIAL	
SECONDARY ARTERIAL	
COLLECTOR ARTERIAL	

SPHERE OF INFLUENCE -----

SPHERE OF INFLUENCE IS A PLAN FOR THE PROBABLE ULTIMATE PHYSICAL BOUNDARIES AND SERVICE AREA OF A LOCAL GOVERNMENTAL AGENCY. (GOVERNMENT CODE SECTION 54774)



## CITY OF POWAY COMPREHENSIVE PLAN

CITY OF POWAY CITY COUNCIL

Linda Oravec, Mayor      Bruce Tarzy, Deputy Mayor

Carl Kruse, Councilmember      Bob Emery, Councilmember

Mary Shepardson, Councilmember

CITY MANAGER      James Bowersox

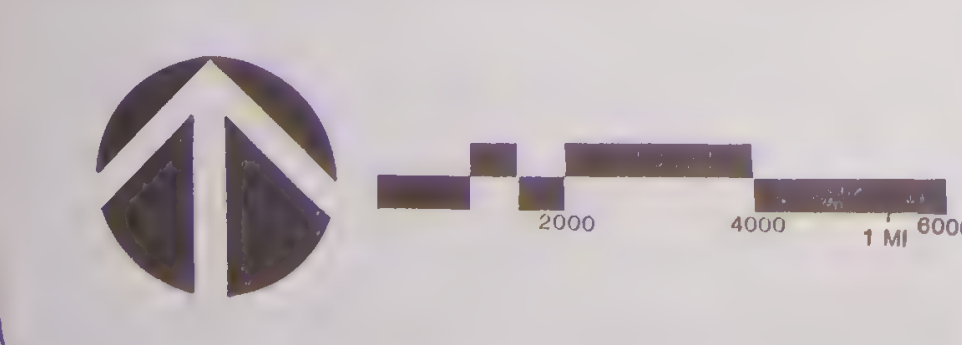
DIRECTOR OF PLANNING SERVICES      Barry Hogan

ADOPTED BY RESOLUTION NO. 83-066

SEPTEMBER 20, 1983

*Linda L. Oravec*  
LINDA L. ORAVEC, MAYOR

*Marjorie K. Wahlsten*  
MARJORIE K. WAHLSTEN, CITY CLERK



MAP NOTES

MINIMUM LOT SIZES ARE DETERMINED BY AVERAGE SLOPE AND AVAILABILITY OF COMMUNITY WATER SERVICE

<sup>2</sup>DENSITY TO BE DETERMINED BY USE NOT TO EXCEED 12 DU/NET AC

<sup>3</sup>DESIGNATION ASSIGNED BY PROPERTY OWNER'S SPECIFIC REQUEST

AREAS SHOWN ON THE LAND USE PLAN ARE APPROXIMATIONS AND SHOULD NOT BE USED TO DEFINE SPECIFIC CALCULATIONS OF NET AREA

<sup>4</sup>BROKEN LINES ON CIRCULATION PLAN DELINEATE FUTURE ROADWAYS. ALIGNMENTS SHOWN ARE APPROXIMATIONS AND SHOULD NOT BE USED LITERALLY TO DEFINE FUTURE RIGHTS-OF-WAY.

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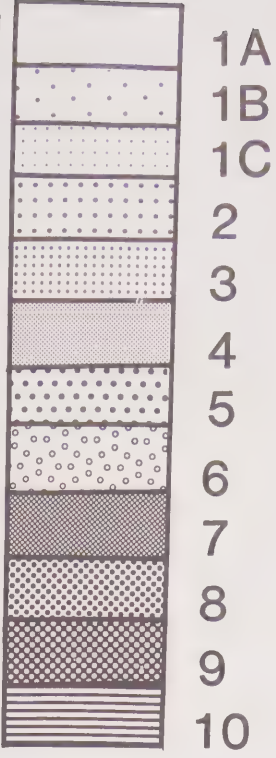
UNIVERSITY OF CALIFORNIA



# LAND USE and CIRCULATION PLAN

## LAND USE PLAN

- RESIDENTIAL RURAL A(1DU/4,8, 20 OR 40 NET AC)<sup>1</sup>
- RESIDENTIAL RURAL B(1DU/2, 4, OR 8 NET AC)<sup>1</sup>
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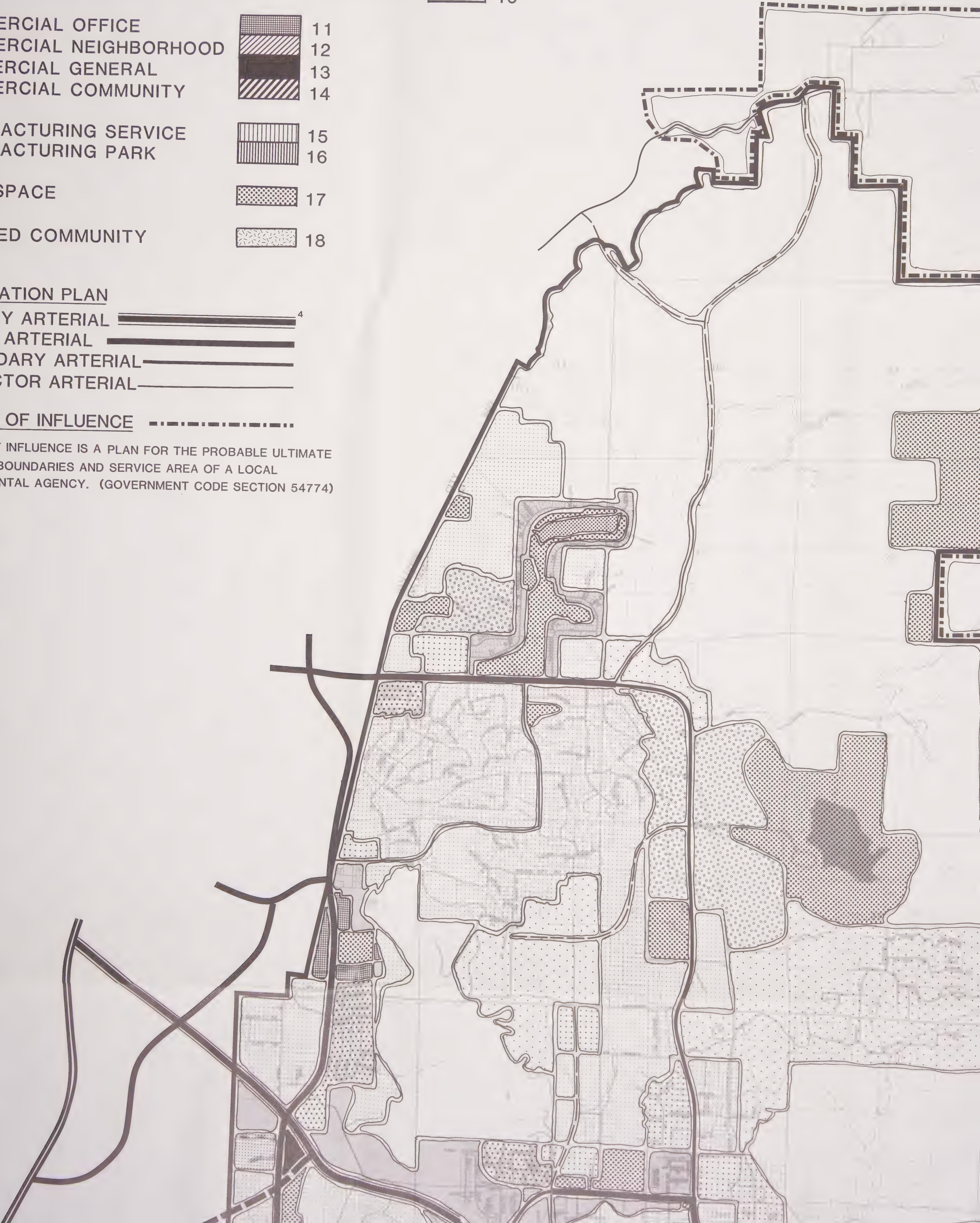
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- COMMERCIAL NEIGHBORHOOD 12
- COMMERCIAL GENERAL 13
- COMMERCIAL COMMUNITY 14
- MANUFACTURING SERVICE 15
- MANUFACTURING PARK 16
- OPEN SPACE 17
- PLANNED COMMUNITY 18

## CIRCULATION PLAN

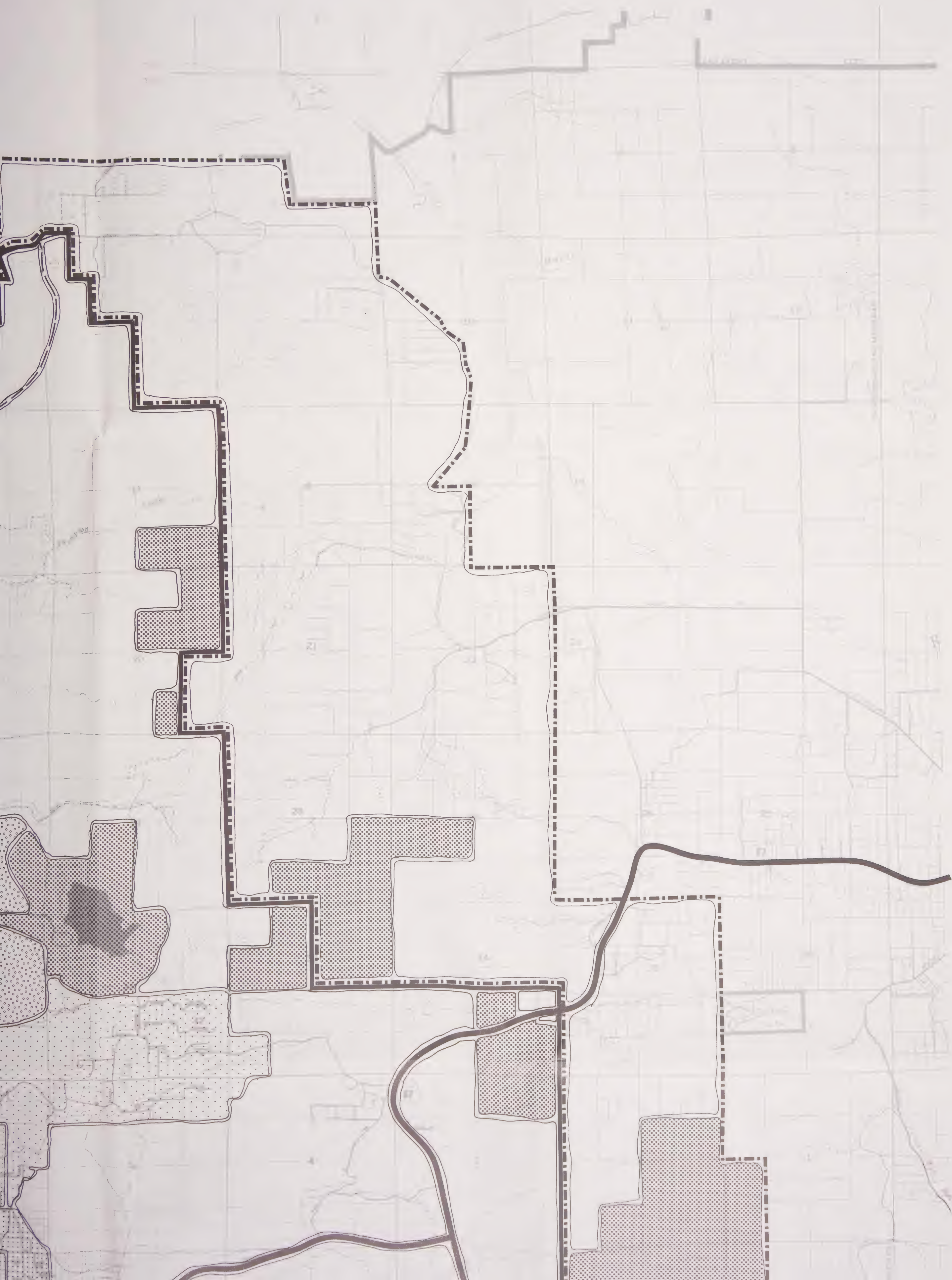
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- MAJOR ARTERIAL
- SECONDARY ARTERIAL
- COLLECTOR ARTERIAL

## SPHERE OF INFLUENCE

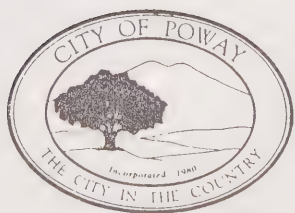
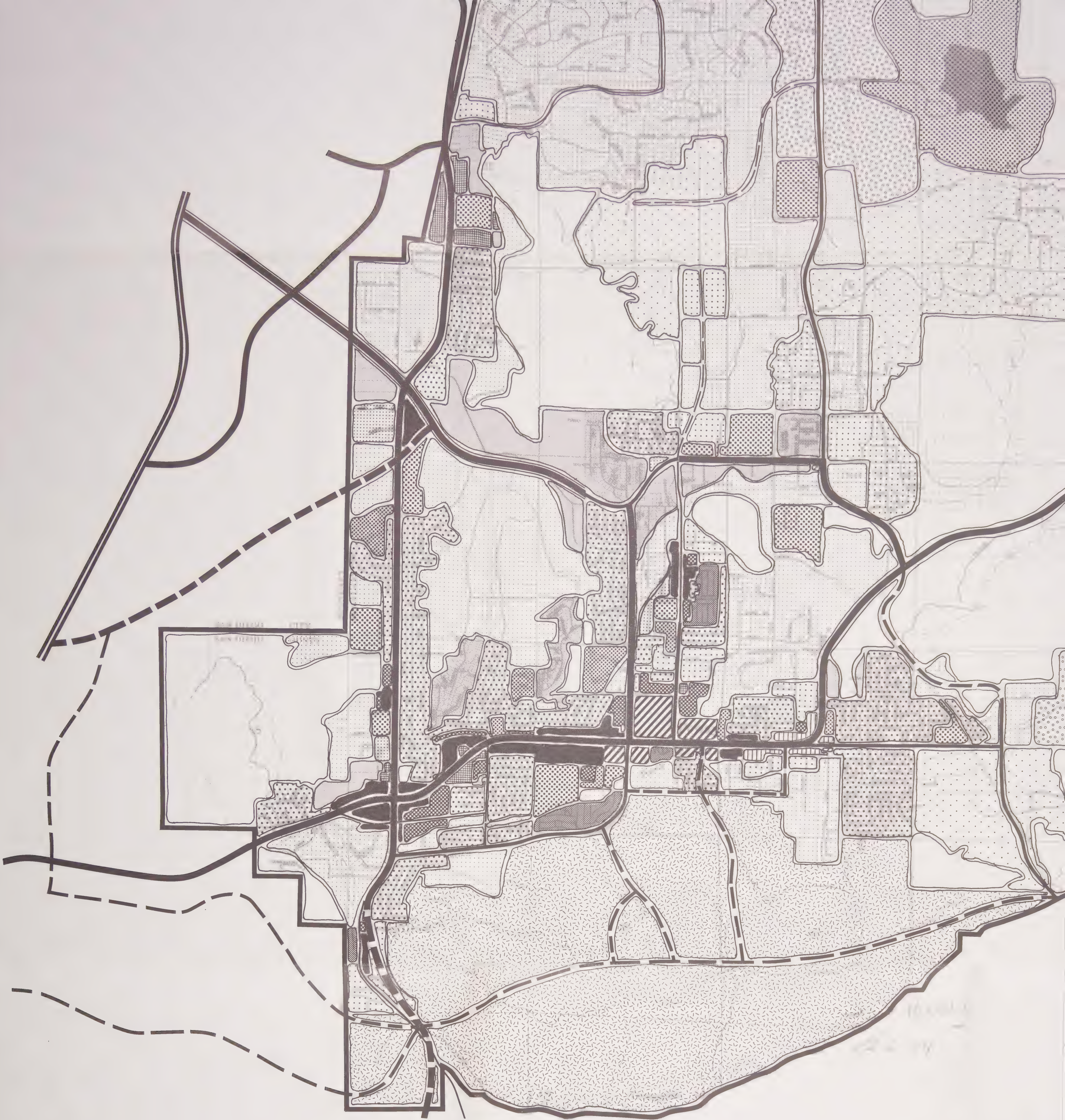
SPHERE OF INFLUENCE IS A PLAN FOR THE PROBABLE ULTIMATE PHYSICAL BOUNDARIES AND SERVICE AREA OF A LOCAL GOVERNMENTAL AGENCY. (GOVERNMENT CODE SECTION 54774)











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# CITY OF POWAY COMPREHENSIVE PLAN

## CITY OF POWAY CITY COUNCIL

Linda Oravec, Mayor      Bruce Tarzy, Deputy Mayor  
Carl Kruse, Councilmember      Bob Emery, Councilmember

Mary Shepardson, Councilmember

CITY MANAGER      James Bowersox

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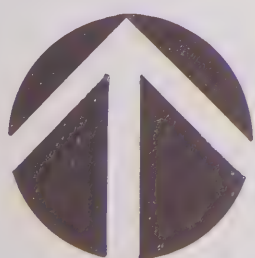
ADOPTED BY RESOLUTION NO. 83-066  
SEPTEMBER 20, 1983

*Linda L. Oravec*  
LINDA L. ORAVEC, MAYOR

*Marjorie K. Wahlsten*  
MARJORIE K. WAHLSTEN, CITY CLERK

### MAP NOTES

- 1 MINIMUM LOT SIZES ARE DETERMINED BY AVERAGE SLOPE AND AVAILABILITY OF COMMUNITY WATER SERVICE
- 2 DENSITY TO BE DETERMINED BY USE NOT TO EXCEED 12 DU/NET AC
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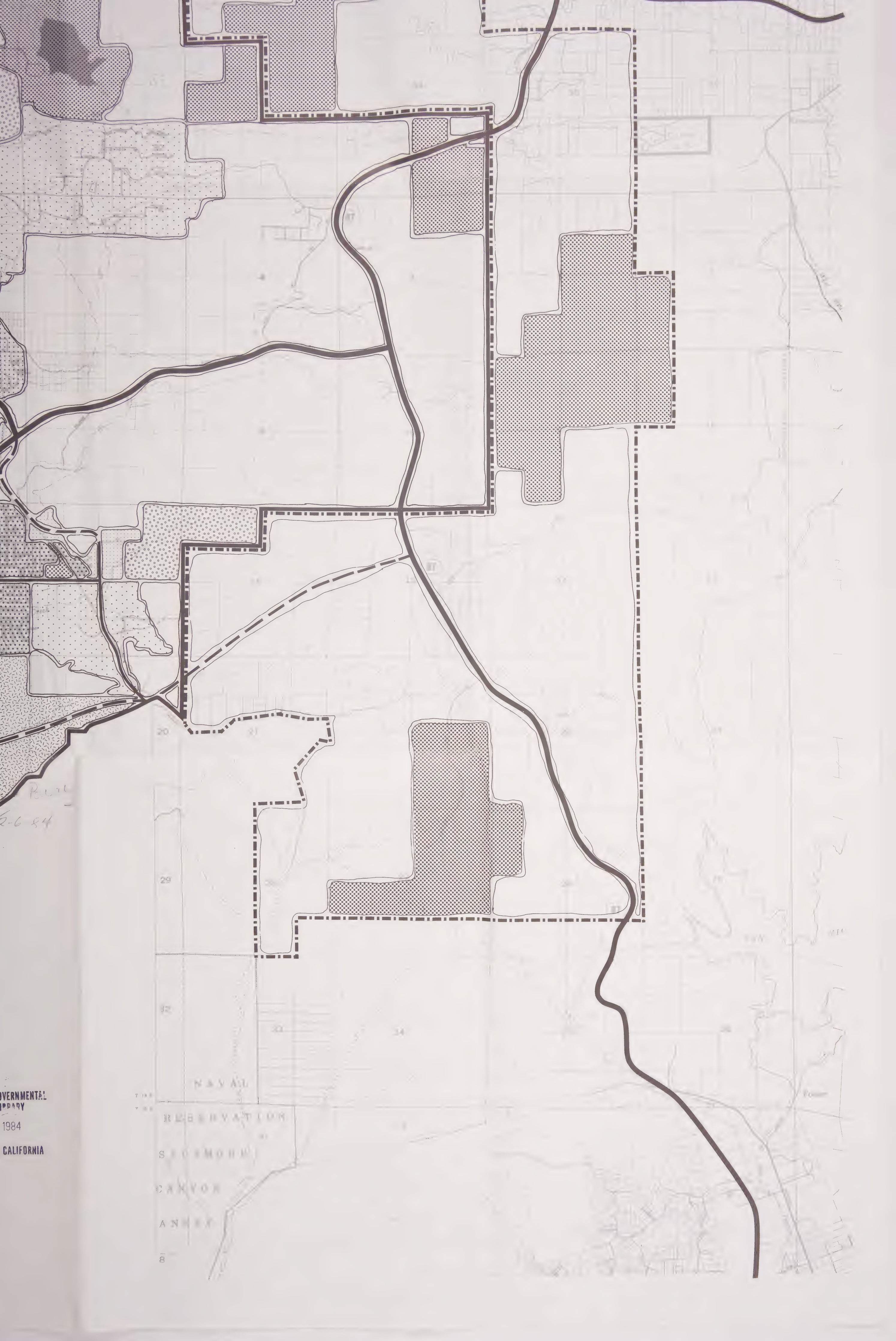


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NAVAL  
RESERVATION  
STORMOOR  
CANYON  
ANNEX



ZONING PLAN

RESIDENTIAL ZONES

- RR-A RURAL RESIDENTIAL A (1 DU/4, 8, 20 OR 40 NET AC)<sup>1</sup>
- RR-B RURAL RESIDENTIAL B (1 DU/2, 4 OR 8 NET AC)<sup>1</sup>
- RR-C RURAL RESIDENTIAL C (1 DU/1, 2 OR 4 NET AC)<sup>1</sup>
- RS-2 RESIDENTIAL SINGLE FAMILY 2 (1 - 2 DU/NET AC)
- RS-3 RESIDENTIAL SINGLE FAMILY 3 (2 - 3 DU/NET AC)
- RS-4 RESIDENTIAL SINGLE FAMILY 4 (3 - 4 DU/NET AC)
- RS-7 RESIDENTIAL SINGLE FAMILY 7 (4 - 7 DU/NET AC)
- RC RESIDENTIAL CONDOMINIUM (7 - 12 DU/NET AC)
- RA RESIDENTIAL APARTMENT (12 - 20 DU/NET AC)

COMMERCIAL

- CO COMMERCIAL OFFICE
- CN COMMERCIAL NEIGHBORHOOD
- CG COMMERCIAL GENERAL
- CC COMMERCIAL COMMUNITY

MANUFACTURING ZONES

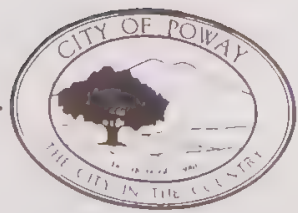
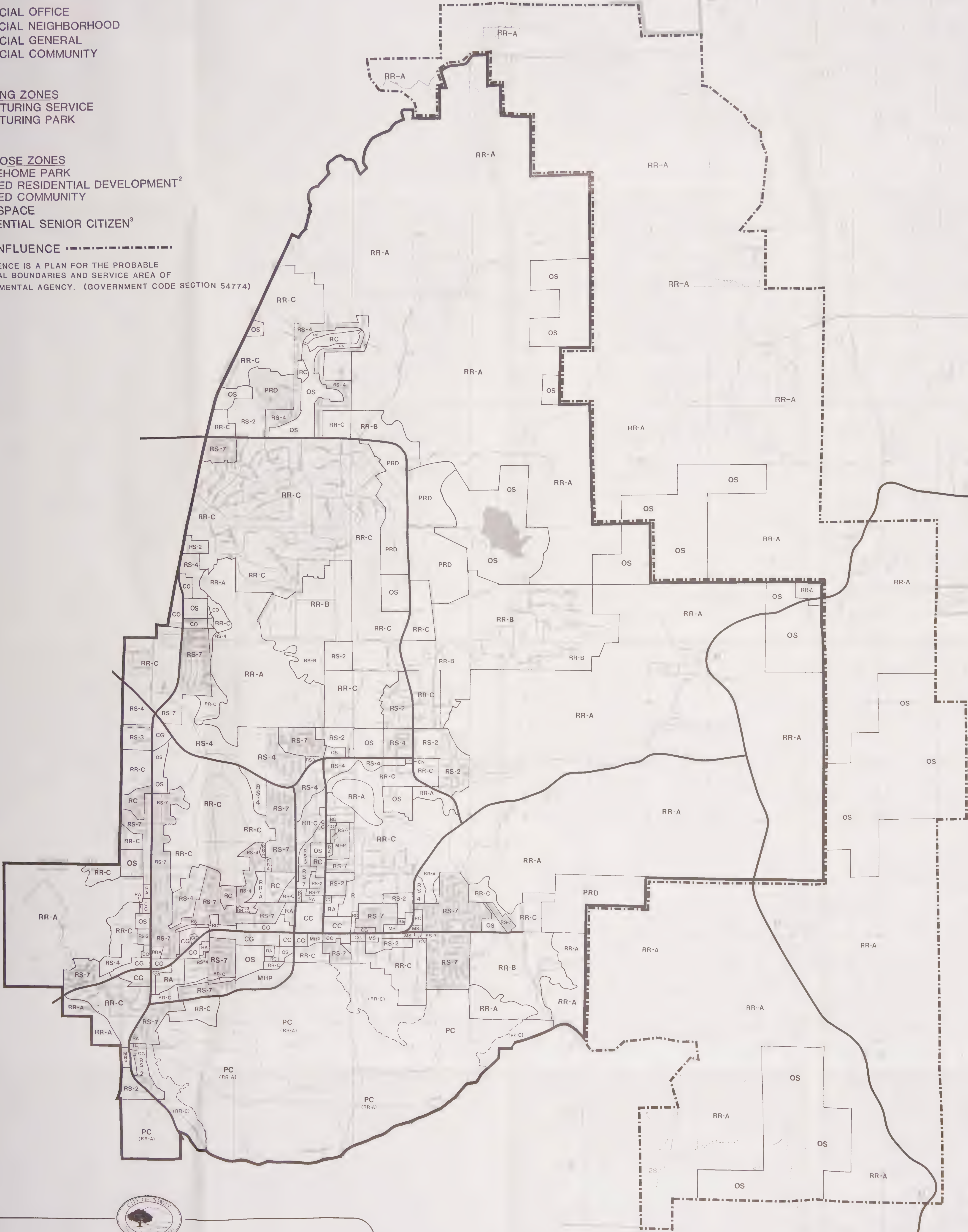
- MS MANUFACTURING SERVICE
- MP MANUFACTURING PARK

SPECIAL PURPOSE ZONES

- MHP MOBILEHOME PARK
- PRD PLANNED RESIDENTIAL DEVELOPMENT<sup>2</sup>
- PC PLANNED COMMUNITY
- OS OPEN SPACE
- RSC RESIDENTIAL SENIOR CITIZEN<sup>3</sup>

SPHERE OF INFLUENCE

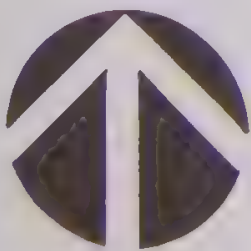
SPHERE OF INFLUENCE IS A PLAN FOR THE PROBABLE ULTIMATE PHYSICAL BOUNDARIES AND SERVICE AREA OF A LOCAL GOVERNMENTAL AGENCY. (GOVERNMENT CODE SECTION 54774)



CITY OF POWAY COMPREHENSIVE PLAN

CITY OF POWAY CITY COUNCIL  
Linda Oravec, Mayor Bruce Tarzy, Deputy Mayor  
Carl Kruse, Councilmember Bob Emery, Councilmember  
Mary Shepardson, Councilmember  
CITY MANAGER James Bowersox  
DIRECTOR OF PLANNING SERVICES Barry Hogan

ADOPTED BY ORDINANCE NO. 113  
DATE EFFECTIVE: OCTOBER 27, 1983  
*Linda L. Oravec*  
LINDA L. ORAVEC, MAYOR  
*Marjorie K. Wahlsten*  
MARJORIE K. WAHLSTEN, CITY CLERK



MAP NOTES  
<sup>1</sup>MINIMUM LOT SIZES ARE DETERMINED BY AVERAGE SLOPE AND AVAILABILITY OF COMMUNITY WATER SERVICE  
<sup>2</sup>DENSITY TO BE DETERMINED BY USE NOT TO EXCEED 12 DU/NET AC  
<sup>3</sup>DESIGNATION ASSIGNED BY PROPERTY OWNER'S SPECIFIC REQUEST  
AREAS SHOWN ON THE ZONING MAP ARE APPROXIMATIONS AND SHOULD NOT BE USED TO DEFINE SPECIFIC CALCULATIONS OF NET AREA



# ZONING PLAN

## RESIDENTIAL ZONES

RR-A	RURAL RESIDENTIAL A	(1 DU/4, 8, 20 OR 40 NET AC) <sup>1</sup>
RR-B	RURAL RESIDENTIAL B	(1 DU/2, 4 OR 8 NET AC) <sup>1</sup>
RR-C	RURAL RESIDENTIAL C	(1 DU/1, 2 OR 4 NET AC) <sup>1</sup>
RS-2	RESIDENTIAL SINGLE FAMILY 2	(1 - 2 DU/NET AC)
RS-3	RESIDENTIAL SINGLE FAMILY 3	(2 - 3 DU/NET AC)
RS-4	RESIDENTIAL SINGLE FAMILY 4	(3 - 4 DU/NET AC)
RS-7	RESIDENTIAL SINGLE FAMILY 7	(4 - 7 DU/NET AC)
RC	RESIDENTIAL CONDOMINIUM	(7 - 12 DU/NET AC)
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CC	COMMERCIAL COMMUNITY

## MANUFACTURING ZONES

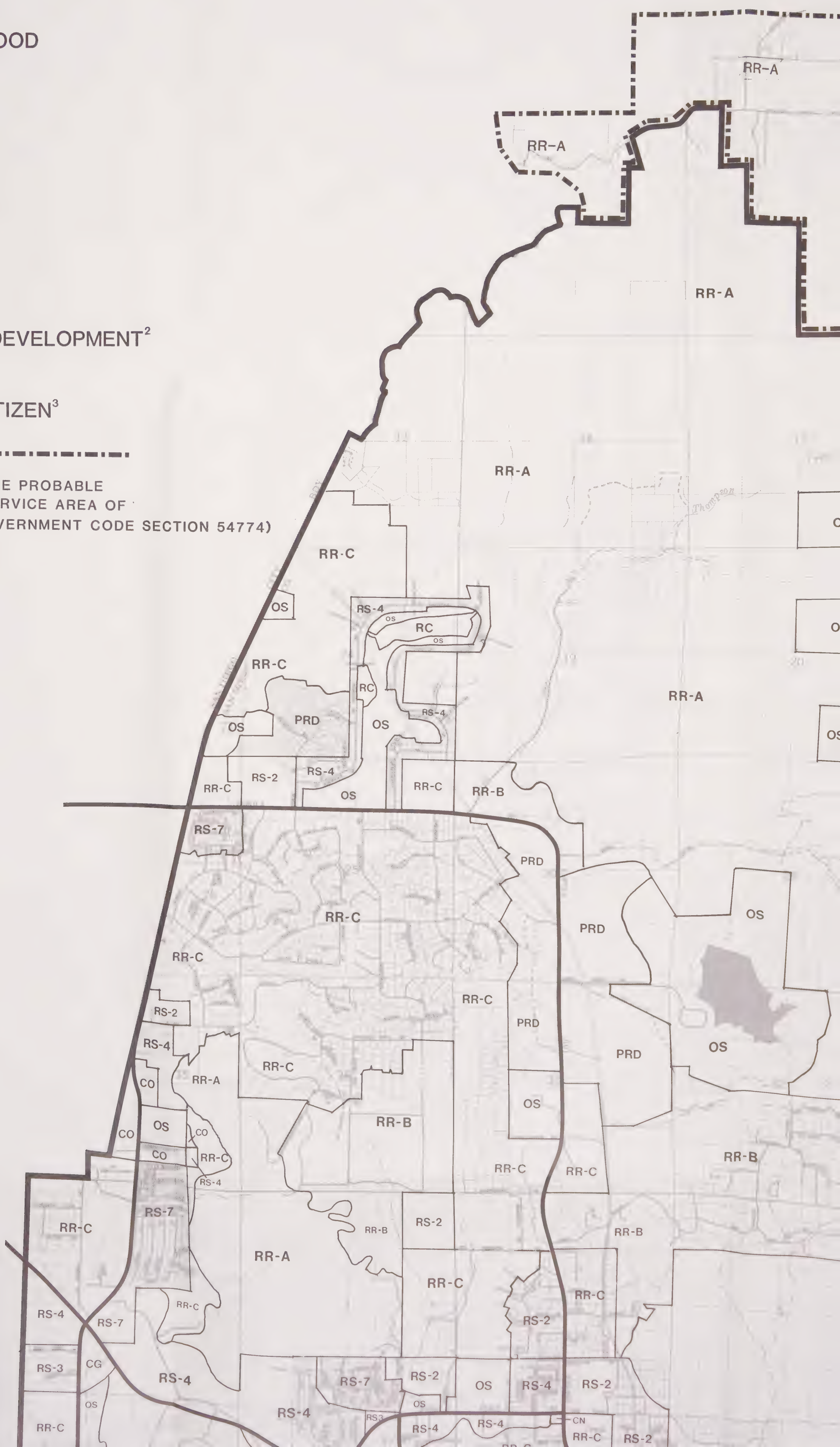
MS	MANUFACTURING SERVICE
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## SPECIAL PURPOSE ZONES

MHP	MOBILEHOME PARK
PRD	PLANNED RESIDENTIAL DEVELOPMENT <sup>2</sup>
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OS	OPEN SPACE
RSC	RESIDENTIAL SENIOR CITIZEN <sup>3</sup>

## SPHERE OF INFLUENCE

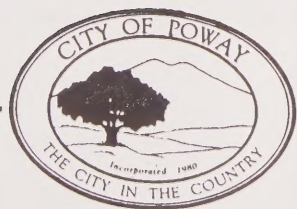
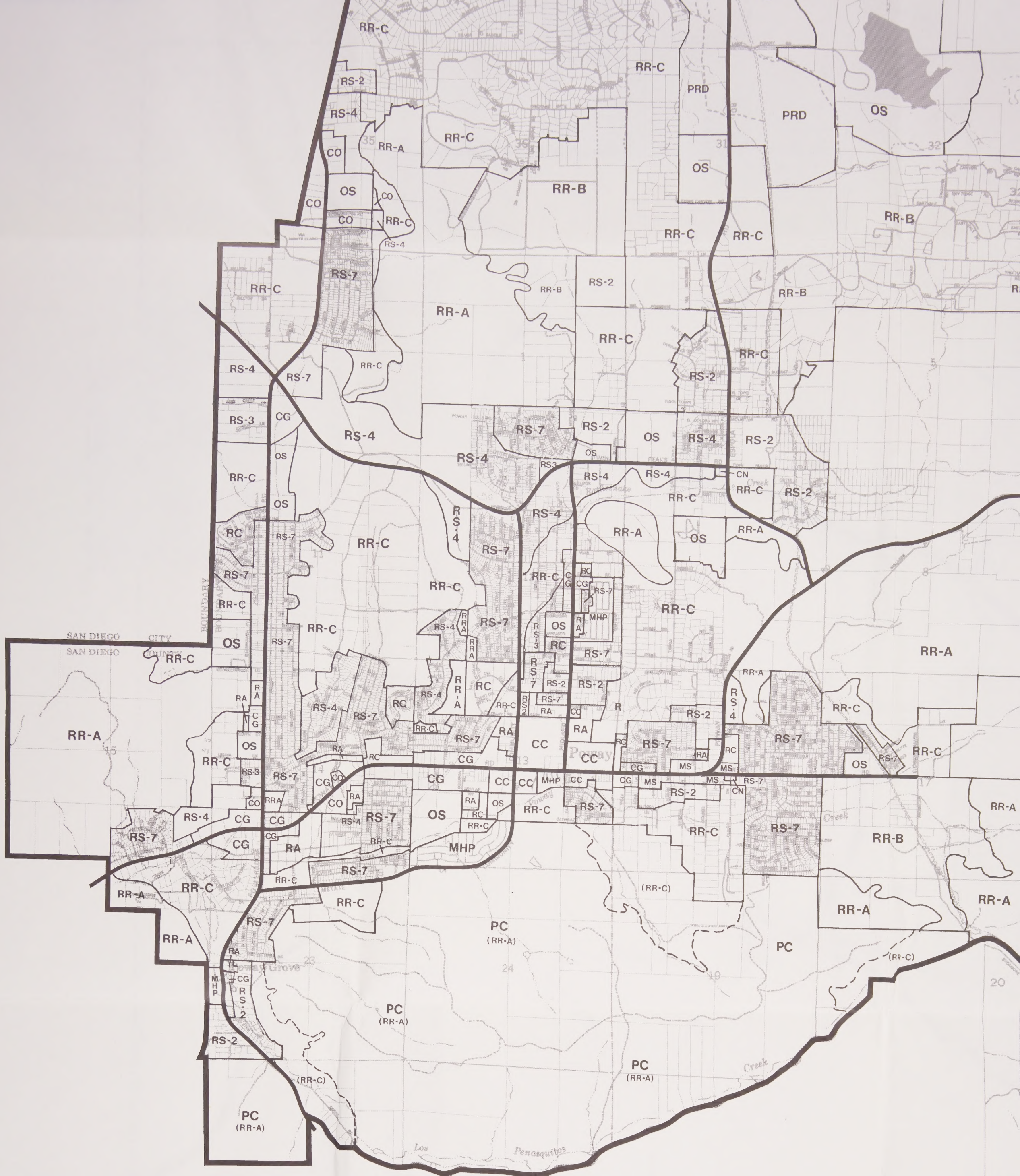
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# CITY OF POWAY COMPREHENSIVE PLAN

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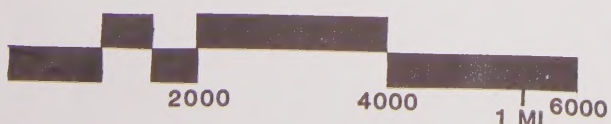
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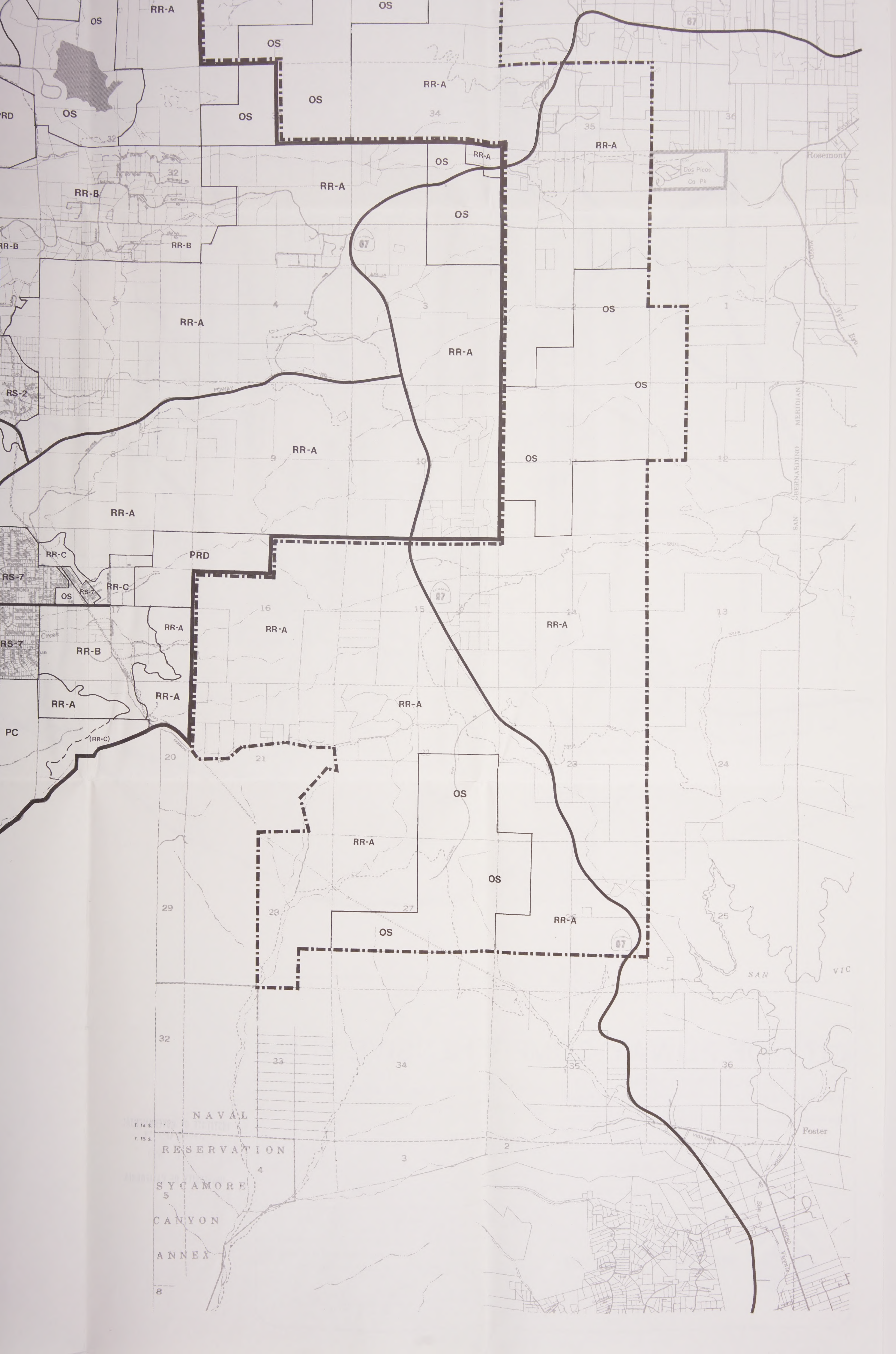
*Marjorie K. Wahlsten*  
MARJORIE K. WAHLSTEN, CITY CLERK

### MAP NOTES

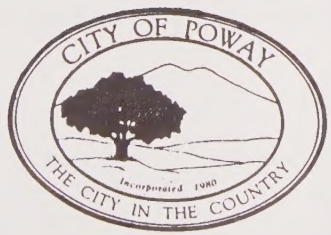
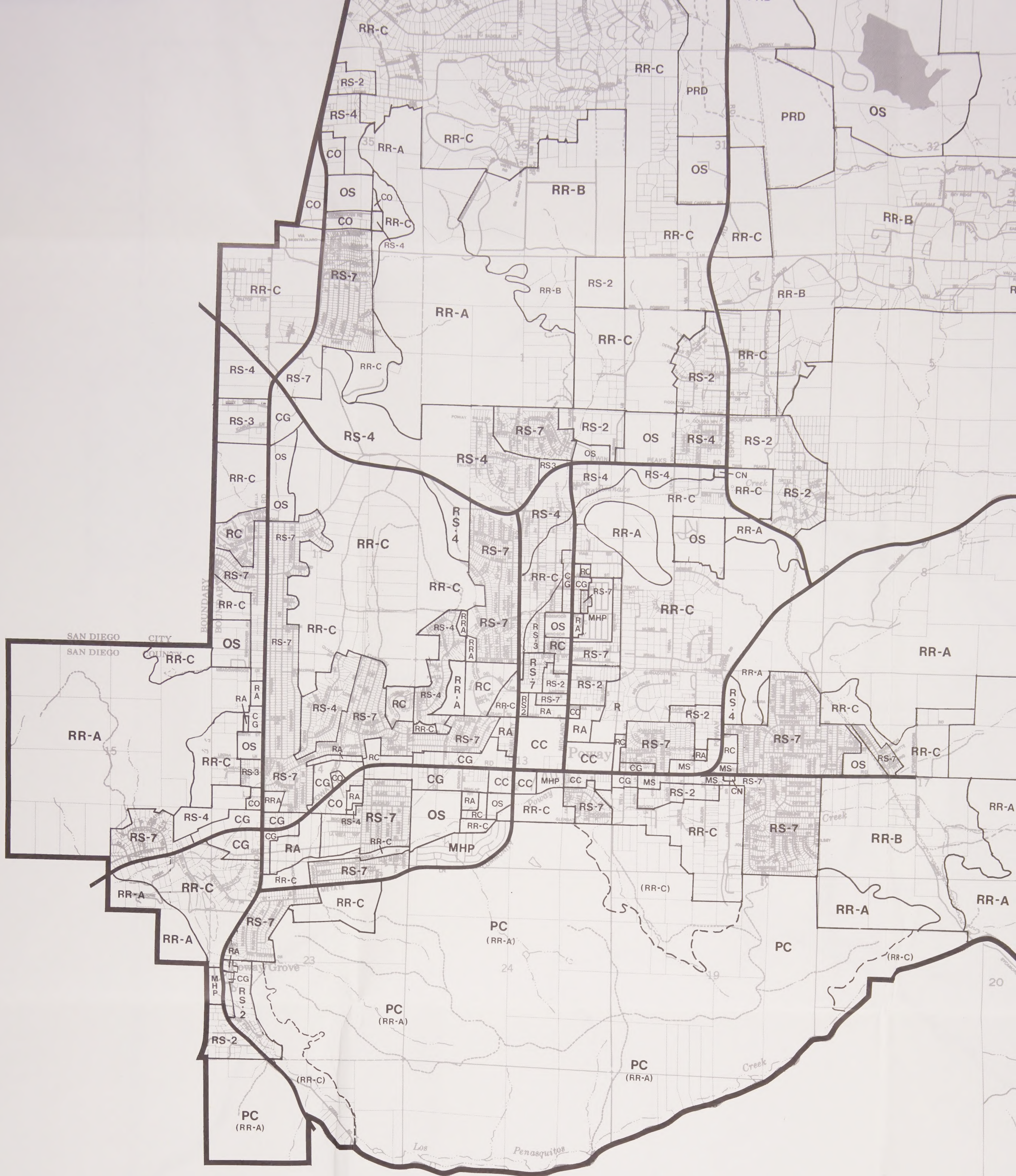
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